

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

N. LAZARUS,
OPTICIAN
13, Queen's Road Central

No. 22,555 號伍拾伍百伍仟貳萬貳第 日伍拾月玖年午戊 HONG KONG, WEDNESDAY, NOVEMBER 5, 1930 叁拜禮 日伍月壹拾年卅百九仟壹英 Price (Single Copy, 10 cts. / Per Month, \$3.

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after AUGUST 28th, 1930, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.
Kowloon Dep.	8.35	8.50	9.05	9.20	9.35	10.00	10.15	10.30	10.45	11.00	11.15
Yau Ma Tei Dep.	8.44	8.59	9.14	9.29	9.44	10.09	10.24	10.39	10.54	11.09	11.24
Shatin Dep.	8.50	9.05	9.20	9.35	9.50	10.15	10.30	10.45	11.00	11.15	11.30
Tai Po Dep.	7.10	7.25	7.40	7.55	8.10	8.35	8.50	9.05	9.20	9.35	9.50
Market Dep.	7.15	7.30	7.45	7.60	7.75	8.00	8.15	8.30	8.45	8.60	8.75
Fanning Dep.	7.25	7.40	7.55	8.10	8.25	8.50	9.05	9.20	9.35	9.50	10.05
Shau Shan Dep.	7.30	7.45	7.60	7.75	7.90	8.15	8.30	8.45	8.60	8.75	8.90
Shau Shan Arr.	7.38	7.53	8.08	8.23	8.38	8.63	8.78	8.93	9.08	9.23	9.38
Canton Arr.	12.34	12.49	13.04	13.19	13.34	13.59	14.14	14.29	14.44	14.59	15.14

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.
Canton Dep.	8.35	8.50	9.05	9.20	9.35	10.00	10.15	10.30	10.45	11.00	11.15
Shau Shan Dep.	7.10	7.25	7.40	7.55	8.10	8.35	8.50	9.05	9.20	9.35	9.50
Shau Shan Arr.	7.18	7.33	7.48	7.63	7.78	8.03	8.18	8.33	8.48	8.63	8.78
Market Dep.	7.25	7.40	7.55	8.10	8.25	8.50	9.05	9.20	9.35	9.50	10.05
Fanning Dep.	7.30	7.45	7.60	7.75	7.90	8.15	8.30	8.45	8.60	8.75	8.90
Tai Po Dep.	7.35	7.50	8.05	8.20	8.35	8.60	8.75	8.90	9.05	9.20	9.35
Shatin Dep.	7.40	7.55	8.10	8.25	8.40	8.65	8.80	8.95	9.10	9.25	9.40
Yau Ma Tei Dep.	7.45	7.60	7.75	7.90	8.05	8.30	8.45	8.60	8.75	8.90	9.05
Kowloon Arr.	8.12	8.27	8.42	8.57	9.12	9.27	9.42	9.57	10.12	10.27	10.42

*For First Class Passengers Only. Will Stop at Any Station on Request.
Further information may be obtained at the RAILWAY OFFICES, KOWLOON,
from Messrs. The Orient & Son, Ltd., 11, Queen's Road, or from THE CHINA TRAVEL SERVICE, 3, Queen's
Road, Hong Kong.

By Order,
R. BAKER, Manager.

HONG KONG, CANTON AND MACAO STEAMERS.

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONG KONG-CANTON LINE.

Sailings from Hong Kong: Daily, at 8 A.M. & 10.00 P.M. (Sundays
10.30 P.M. only)
Sailings from Canton: Daily, at 8 A.M. & 4.30 P.M. (Sundays
4.00 P.M. only)

HONG KONG-MACAO LINE.

SAILINGS FROM HONG KONG—Daily at 8 a.m. & 2 p.m. (Sundays excepted)
SAILINGS FROM MACAO—Daily at 8 a.m. & 2 p.m. (Sundays excepted)

EXCURSION TO MACAO:—

ON SUNDAY, THE 9TH NOVEMBER, 1930

S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 A.M.,
and from Macao at 4.00 P.M.

Note.—All Steamboat Company's Steamers are fitted with Wireless.

THE HON. TREASURER,
HONG KONG BENEVOLENT SOCIETY,
525, THE PEAK.

Enclosed please find cheque for twelve dollars
being subscription to your Society for the current year.

ARTS & CRAFTS

FURNISHERS & DECORATORS

ARTS & CRAFTS
LIMITED.
(Incorporated in Hong Kong.)
13, WYNDHAM ST. Phone 24173.

AGENCIES.

The London Office of the HONG
KONG DAILY PRESS, 33,
Fleet Street, E.C.4, is constantly
receiving Enquiries from Home
Manufacturers regarding Suitable
Firms to act as Agents for their
products in Hong Kong and
South China.

If Local Companies desirous of taking
up further Agencies will let us
know the Lines in which they are
interested the information will be
forwarded to London and passed
on to interested parties as op-
portunity offers.

This Service is offered to our Readers
without charge and, of course,
no obligation is incurred on either
side.

The Required Information should be
sent to the
HONG KONG DAILY PRESS, LTD.
11, Queen's Road,
Hong Kong.

HUGE LONDON TRAFFIC MERGER.

PLANS FOR PUBLIC OWNERSHIP.

GOVERNMENT'S PLAN TO BE SUBMITTED TO PARLIAMENT.

Mr. Herbert Morrison, Minister
of Transport, recently announced
that the Government are to press
on as rapidly as possible with their
scheme for co-ordinating all the
London passenger traffic services.
The merger will involve a capital
of over £100,000,000.

The Government's proposal is to
transfer the ownership and control
of the London passenger services
from the existing proprietors and
controllers to a public statutory
body analogous to the Central
Electricity Board. Like the Central
Electricity Board the new
Traffic Board will have no "repre-
sentative" element among its per-
sonnel, either Parliamentary or
municipal. Its members will be
chosen solely on the "qualification
of business capacity so as to secure
a combination of public ownership
and commercial management." It
will operate as a statutory body
administering a publicly-owned
concern without political interfer-
ence.

Finance.

The Government's view is that no
form of liability need be entailed
upon public funds or public credit
in financing the new Traffic Board.
Sir William McIntosh has for
some months been engaged upon an
investigation with a view to the

formation of a plan for the con-
solidation of the financial interests
concerned on fair and equitable
terms.

Negotiations with the various in-
terests have yet to take place, but
it is intended that the proposed
legislation should be introduced and
passed through all its stages in the
Parliamentary session which began
on October 28.

The Metropolitan Railway (which
it is proposed to include) has an
authorised share capital of £17,038,
201, and issued £14,037,000. This
company is independent of the other
railways.

London's Travel Facilities.

The following table of how Lon-
don travels was given by a traffic
expert:—

Buses	5,500
Trams	2,750
Buses passengers only	5,500,000
Tram passengers	2,750,000
Total mileage of tube and underground rail- ways	118
Total mileage of tram lines	345
Passengers carried daily by underground rail- way group	1,100,377

The authorised share capital of
the Underground Electric Railway
Company of London, Ltd., and sub-
sidiary companies is about £70,000,
000. The capital of the L.C.C. tram-
way undertakings is estimated at
about £17,000,000.

Liberal M.P.'s Comment.

Mr. Percy Harris, M.P., discuss-
ing the proposals, said, "The whole
attitude of anyone concerned with
the new recommendations depends
on the character of the statutory
body. The financial terms can safely
be left to the Treasury, and the
Transport Department can be relied
upon to protect the public in-
terests."

Sir William Ray, a member of
the London County Council, said,
"On the face of it it looks like a
gigantic municipal undertaking
without any form of public control.
It is really difficult to say why
the Labour Government destroyed
the London County Council Traffic
Bill, which would have set up a
common fund, a common manage-
ment for London transport under-
takings, with opportunities for the
outer London undertakings to come
in if they so desired. Only one con-
crete statement emanates from Mr.
Morrison's statement, and that is
that a board, nominally appointed
by the Ministry of Transport, is
to have complete control of traffic,
and not a word is said about any
safeguards for the public such as
were provided in the London
County Council Bill. . . . I should
imagine that of the people who
heard the statement the most dis-
appointed must have been those
members of the Labour party who
always stood either for municipal
management or some form of popu-
lar control."

Diary of Coming Events.

To-day. (November 5.)

Queen's Theatre: "Montana
Moon."
Central Theatre: "The Cuckoos."
World Theatre: "Merry Widow."
Star Theatre: "Flower of the
Night."
Majestic Theatre: "The Sopho-
more."
Rugger: Machine Gun Coy.
Volunteers v. Rest of the Club.
Garden Fete at Kowloon Cricket
Club.
Laying of foundation stone, La
Salle's College, Kowloon, by H.E.
the Governor, 5 p.m.
Jumble Sale, H.K. Benevolent
Society, City Hall, 2 p.m.
Dinner Dance: Peninsula Hotel,
8.30 p.m.
European Mail.—Inward: Europe
via Siberia (City of Hereford).

Thursday. (November 6.)

Queen's Theatre: "Bishop Murder
Case."
World Theatre: "Sioux Blood."
Heroes of the Wilds.
Central Theatre: "Redskin."

Star Theatre: "Madonna of Avenue A."

Majestic Theatre: "The Sopho-
more."
Concert at Helena May Institute,
5.30 p.m.
Hockey: Tamar and Small Ships
v. Somerset.
European Mail.—Inward: Europe
via Suva (Rawalpindi).
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: H.K. Hotel and
Peninsula Hotel, 8.30 p.m.

Friday. (November 7.)

Queen's Theatre: "Bishop Murder
Case."
World Theatre: "Sioux Blood"
and "Heroes of the Wilds."
Star Theatre: "Madonna of
Avenue A."
Central Theatre: "Redskin."
Majestic Theatre: "The Sopho-
more."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: H.K. Hotel and
Peninsula Hotel, 8.30 p.m.
Lantern Lecture by Mr. T. J.
Price: "Down the Mekong to Ang-
kor," St. Andrew's Church Hall, 9
p.m.

Saturday. (November 8.)

Queen's Theatre: "Bishop Murder
Case."
World Theatre: "Sioux Blood"
and "Heroes of the Wilds."
Star Theatre: "Madonna of
Avenue A."
Central Theatre: "Redskin."
Majestic Theatre: "The Sopho-
more."
Annual Charity Fair, Italian
Convent.
Football: 1st Div.: Police v. Re-
creio (Kowloon), S. China v. Kov-
chin (Caroline Hill), Somerset v.
Chinese (Sookunpo), Navy v.
Argyll Highlanders (Stadium), St.
Joseph's v. Club (Club), 2nd Div.:
Club v. Navy (Club), St. Joseph's
v. Eastern (St. Joseph's), R.A. v.
S.S.L. (Sookunpo), Kowloon v.
Chinese (Kowloon), S. China v.
Argyll Highlanders (Caroline Hill),
University v. Recreio (Chinese).
3rd Div.: R.A.F. v. Finken (Re-
creio), R.E. v. R.A.O.C. (Chatham
Road), S.S.L. v. Ewo (Chatham
Road), Chinese v. R.A.S.C. (Chi-
nese).

FRUIT FLANS.

(Pear, Peach, Cherry, Apricot)

\$1.00 and \$1.50 Each.

A Suitable Dish for

Tiffin

Tea or
Dinner.

Fresh Every Morning.

LANE, CRAWFORD'S

Cake Department.

Telephone 28152.

WHERE TO DINE

LANE, CRAWFORD'S
RESTAURANT.

To-day's Tiffin—\$1.35.

1.—Scotch Broth

2.—Fried Fish, French Potatoes

3.—Steak and Kidney Pudding

4.—Fau-Kai Kai Fan

5.—Roast Leg of Lamb, Mint Sauce

6.—Cold Bologna Sausage,
Mixed Salad

7.—Roast Potatoes

8.—Boiled Potatoes

9.—French Beans

10.—Apple and Bismarck Tart

11.—Fruit 12.—Tea 13.—Coffee

SPECIAL THIS WEEK

Fruit Ginger
Cakes

\$1.00 and 60 cts. Each.

A Delightful Change.

These Cakes contain

Fruit and Preserved

Ginger

LANE, CRAWFORD'S

Cake Department.

Telephone 28152.

THE HONGKONG

PENINSULA HOTEL;
HONG KONG HOTEL;
REPULSE BAY HOTEL;
PEAK HOTEL.

AND SHANGHAI

ASTOR HOUSE HOTEL;
PALACE HOTEL;

HOTELS,
LIMITED.

IN ASSOCIATION WITH THE

GRAND HOTEL DES WAGONS,
LITS, PEPING.

The Only Hotel in CANTON
Directly under European
Management.

THE VICTORIA HOTEL

SEAMEEN

Guides
and Trips
arranged for
and Special Care
Taken of TOURISTS.
Cable Address: "VICTORIA."

BATHING COSTUMES

in the Latest Styles
and Colours.

are obtainable from

THE HONG KONG SPORTING
ARMS & AMMUNITION STORE,
5-6, BEAUFIELD ARCADE.

BEAUTIFY YOUR HOME

Flowers beautifully and make the Home
attractive as nothing else can do.

FOR SALE
FINE SELECTION OF
GARDEN SEEDS

FROM
SUTTON & SONS, READING.
ARTHUR YATES & Co., LTD., STURNEY

GRACE & CO.,
Dealers in Flower and Vegetable Seeds,
Philatelic Goods, Toys, etc.
No. 10, WYNDHAM STREET,
P.O. Box No. 620. HONG KONG.

TELL THE SHROFF

to make out a Chit for
\$8.00 and send it with
your Home Address to
11, Ice House Street.
In return, we will send
you the Weekly Press
for Six Months.

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction

THE HOTEL RIVIERA MACAU

Cable Address: "Riviera, Macau."

THE STANDARD LIFE ASSURANCE CO.

TWO SCHEMES

(1) The CHILDREN'S EARLY PROVIDENT SCHEME. Combines
the very latest and best features of Assurance and Investment
for the benefit of your Child.
(2) PARTNERSHIP ASSURANCE. A plan of Assurance appealing to
business men.

DODWELL & CO., LTD.

AGENTS,
3, QUEEN'S BUILDING.

Chf

Scenic Route

Across CANADA

Via
Vancouver

or
Prince Rupert

Canadian National Rail-
ways crosses the Rockies
at the easiest gradient and low-
est altitude of all transcon-
tinental lines and in full sight of
the Canadian Rockies' highest
peaks. View the choicest gems
of rugged mountain scenery,
crag and glacier, cataract,
canyon. Stop off at Jasper
National Park, the Alpine
paradise of Canada. See the
golden wheatfields, mighty
inland seas, the scenic mar-
vels of the east, among
them, Niagara Falls. And,
all the while, travel in ut-
most comfort.

Daily Trans-Continental Train from Vancouver or Prince Rupert, with
all-steel equipment, radio-equipped observation cars and comfortable and
moderately priced dining car service.

For rates, literature and information apply
through booking offices or directly to
ASIANIC BUILDING, HONGKONG

CANADIAN NATIONAL

The Largest Railway System in America

(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)

MOTOR NOTES.

Pillions Which Are Not Proper.

What, exactly, asks *Motor Cycling*, constitutes a "proper" pillion seat as specified in the Road Traffic Act? This Act says that it shall not be lawful for the pillion passenger to be "carried otherwise than sitting astride the cycle on a proper seat securely fixed to the cycle behind the driver's seat." One can picture the village cop, and subsequently, perhaps, a bench of magistrates, being more than a little puzzled to decide whether a seat is "proper" or otherwise. We all know that anything from a few square inches of sponge rubber to a giant upholstered sprung affair can be perfectly safe and can comply with the spirit of the Act, but what will the magistrates think on the subject? Another point which will arise in connection with that word "proper" is whether it is intended merely to mean suitable or whether its other accepted meaning should be taken into account. The Act makes it perfectly clear that the occupant of the pillion seat must sit astride, and in 1930 that is universally considered both correct and modest, just as it is in order for the fair sex to ride astride in Rotten Row. But what of next year and the year after? Maybe, before long, skirts will reach the ground by day as well as by night, and even ankles will cease to be "proper." How will our dunselves fare then, poor things? Perhaps pillion footrests will have to incorporate leg shields!

Should Motorists Obstruct Dangerous Drivers?

Is a driver ever justified in deliberately preventing another car from overtaking? asks *The Light Car and Cycle-car*. It has been suggested that it is a defensible purpose to prevent another driver overtaking in a danger zone. There are several aspects of the matter. None of us wants to be told exactly how we shall drive by any Tom, Dick or Harry who takes it upon himself to become a guardian of the public safety. Such a position would be insufferable. There are times, on the other hand, when passing can involve the overtaking driver in as much, if not more, danger as the overtaken. A man who passes at a blind bend and finds himself confronted by another car, for example, can often escape the penalty of his offence by the simple process of cutting-in and forcing the car he has passed into the ditch. If there is any chance of an accident of this kind happening, a following car from getting ahead, for he is acting in his own as well as the other fellow's interests. Otherwise we should all realize that other drivers are just as entitled to rely on their judgments as we are on ours, and, beyond giving a warning if there is danger that we do not think they are in a position to see, we should let them drive as they think fit.

Oil-Engined Cars to Come?

I have heard it suggested, says *Focus* of *The Light Car and Cycle-car*, that if oil-engined cars became popular the Chancellor of the Exchequer would very soon put id. 4 gallon on to Diesel oil in the same manner that he puts it on petrol. One has to remember, however, that there is no tax on home-produced motor fuels and Diesel engines run splendidly on oil derived from coal. By the latest processes, I understand, a ton of coal yields about 30 gallons of Diesel oil, so that even if a tax were put upon imported oil the effect might be considerably to stimulate the coal-oil trade.

Railways and 'Bus Competition.

It is significant of the times and indicative of the preference of the travelling public that the four large railway companies of the country have this year found it expedient to close to passenger traffic over 170 railway stations. As might be expected, says *The Commercial Motor*, many of the stations are on branch lines and for some time past have been served only at irregular intervals, but the small amount of traffic dealt with and its diminishing volume have necessitated the adoption of a policy of economy. It is not altogether surprising that this move has been made, for the reason that the railway companies are themselves now operating 'bus services in many of the areas affected or where this is not so, they have working agreements with private operators. The public, therefore, is not being deprived of useful travelling facilities, but, under the new scheme, is being provided with services which, by virtue of their regular and frequent operation and their greater elasticity, are better able to meet present-day needs. One may, perhaps, be justified in regarding this development as the thin end of a wedge which will ultimately be driven right home, and we may later hear that the same stations have also been closed for goods traffic. Truly road transport has made, and continues to make, big inroads into the principal domain of the railways.

WORLD'S MOTORS.

35,000,000 IN DAILY USE.

ONE MACHINE TO 55 PERSONS.

The world's ownership of automobiles passed the 35,000,000 mark during 1929, according to the annual world census of the U.S. Department of Commerce. Reports covering 137 different nations, possessions and dependencies show a total of 35,127,395 passenger cars, trucks, and "buses" registered throughout the world—an increase of 3,009,880 vehicles or nine per cent. over the total registered at the beginning of 1929. The vast cavalcade of progress operating on the streets and highways of the world is larger by 165 per cent. than it was in 1922 when world registrations totalled 12,530,416, says *Commerce Reports*.

American Predominance.

At the beginning of 1930 there was one automobile for every fifty-five persons in the world, assuming a world population of 1,949,000,000. A year before the ratio was one to sixty-one. The latest census shows that there is one motor vehicle to every 4.5 inhabitants of the United States as compared with a ratio of one to 4.87 a year before. Outside the United States the ratio is one to every 216 persons, whereas at the beginning of 1929 it was one to 247.

British Dominions Next.

Once more Canada and New Zealand tied for second place in ratio of cars to population, each with one to every eight persons. Australia again ranked third with a ratio of one to ten, and Monaco was fourth with one to every sixteen inhabitants. Yenan, in south-western Arabia, had only one car for every 104,160 persons; Ethiopia (Abyssinia), one for every 17,781; and Afghanistan, one for every 17,778. This latest census shows increased registration of automobiles in such regions as East, West, and South Africa, China, Persia, Syria, and Siam, as well as in many smaller countries, which, until recently, presented few opportunities for motor sales.

The present census reveals that registrations of all types of automobiles in continental United States number 29,033,450, or more than three times those registered in all foreign and noncontiguous countries. In the United States alone were 25,847,811, or 94 per cent., while registrations of trucks and "buses" (combined) gained by 252,315, of 10.9 per cent. The percentage increase of passenger-car registrations, however, was higher than the increase of 7.3 per cent. recorded during 1928, while that of trucks and "buses" was 0.1 per cent. smaller.

Commercial Cars Make Great Gains.

Registrations of commercial vehicles gained throughout the world at a relatively greater rate than passenger cars. During 1929 the world passenger-car registrations increased by 2,540,311, or 9.4 per cent., while registrations of trucks and "buses" (combined) gained by 252,315, of 10.9 per cent. The percentage increase of passenger-car registrations, however, was higher than the increase of 7.3 per cent. recorded during 1928, while that of trucks and "buses" was 0.1 per cent. smaller.

Although the passenger car outnumbered the commercial vehicle in most countries, in others the trucks and "buses" are found in greater number. There these commercial vehicles are developing hitherto undeveloped regions and paving the way for greater numbers of passenger cars.

REAR ENGINES FOR MOTORS.

SIR HERBERT AUSTIN'S PROPHECY.

Sir Herbert Austin has just predicted that road vehicles of the future would have hundreds of fewer parts and that taxi-cabs, "buses," and charabancs may have their engines at the rear. He was making his presidential address to the Institution of Automobile Engineers at the Royal Society of Arts.

Sir Herbert, who made it clear that his predictions applied only to the next year or two, said we had not reached the millennium in automobile design any more than in other fields of industry. "The present position was largely the result of standardisation made necessary by, or consequent upon, mass production to obtain a low manufacture cost. Various attempts had been made to break away from this standardisation, but radical changes had been few during the past fifteen years, and to leave the well-defined limits of present day practice would require a lot of courage on the part of a large manufacturer."

A Tax Handicap.

The exigencies of manufacture had largely controlled progress in design though the rapid improvement of roads and the incidence of British vehicle taxation had, among other causes, been instrumental in holding back progress in the design of vehicles suitable for colonial use. "How much this out-of-date method of calculating horse power for taxation purposes has cost the British nation in lost export trade," he said, "it would be impossible even to estimate, and although energetic representations have been made to the Government on the subject, designers are still obliged to keep the stroke/bore ratio disproportionate for economic and sweet-running results. The American manufacturer in particular has benefited enormously by our persistent folly, and is able to produce his vehicles at considerably less cost by the adoption of shorter stroke and larger bore."

Need for Speed Tracks.

Sir Herbert referred to the difficulty of finding suitable tracks for speed trials. "When we take into consideration the hundreds of race-courses all over the country and the horses lashed and spurred to provide a means of livelihood for the betting fraternity, we must wonder why it should be so difficult to get permission to use a small portion of public road for events such as the Ulster T.T. race. They manage these things better in Ireland." All transport, he said, would increase in pace, riding and driving comfort become safer and cheaper, and every change in design must follow these directions to be successful and permanent.

London's Antique Taxis.

Taxi-cab design might be drastically influenced if a really comfortable model were put on the market. "Why we in this country put up with the present archaic type of vehicle as used in the London streets is a problem difficult to understand," he said. "For many practical reasons the engine should be put at the rear for a taxi-cab operating in congested areas, and this would give a sensible and convenient means of entry and exit and better riding qualities. I look for early development in this direction. There are possibilities of such a change in 'buses' and charabancs."

The Diesel Engine.

"From time to time we hear of the Diesel engine being on the point of replacing the petrol type, and while there is a gradual improvement taking place in its adaptability for heavy commercial vehicles there is no likelihood of a motor vehicle in that direction for a year or two, especially for passenger cars."

FRENCH CAR SURPRISE.

ART GIVES WAY TO UTILITY.

French car designers, famed for artistry in body design, have sprung a surprise on the motoring world. They have gone over completely to the 'utility' car.

The Paris Salon, which opened recently in the Grand Palais, Champs Elysees, was a sombre study in black, blue and dull grey. All French designers have apparently decided that the French motorist wants utility—not brightness—and the cars displayed are vehicles that can be left out all night, even in a storm, and look bright and clean in the morning.

The French industry has also passed over in a body to the pressed steel car with external fittings, mostly of rustless steel, the finish being a particularly hard cellulose in dark hues.

End of Fabric Bodies.

The most noticeable thing in the show is the way that pressed steel bodies figure on the cars of all nations. The fabric body died last year. At this salon it is buried.

Rustless steel door handles, wind-screen lamps, bending, hinges and collision bumpers are coming. In less time than a servant takes to clean a boot, a chauffeur with a wash leather will be able to clean the car, except for mud on the underside of mudguards and wheels. Another revolution in French car taste is in the "baby." For 20 years the Frenchman has had an immense regard for the cycle type car, but the Rosengart (the French edition of the Austin Seven) is almost the only "baby" in the exhibition.

Britain for Value.

The average car is a saloon of 15-17 h.p. Utility is notable in every part. The controls are mostly in black and are of the fingertip type that call for no mental or physical strain on the driver. Technically, there is no great advance. There is a flood of new straight eight-cylinder models and one or two new 16-cylinder cars for millionaires. The four-cylinder is nearly dead. Two German firms have gear boxes giving six and eight-speed ratios. Prices are slightly lower than last year, but they have not reached the British level. French, German and Italian makers do not give such value for money as their British rivals.

NEW SIX-CYLINDER CAR.

ALL-BRITISH VAUXHALL.

The latest, and one of the most notable, of the new cars for the 1931 season has been introduced into the market by the Vauxhall Company—a six-cylinder five-seater saloon, which is sold at the remarkably low price of £280. The car is British-built throughout, and has the distinguished lines and the engineering finish of the Vauxhall tradition. Its equipment includes hydraulic shock absorbers, internal servo-assisted brakes, cam and lever type steering and a bi-focal dipping beam headlights. A speed of 3 to 65 m.p.h. in top gear is claimed for this new "Cadet" model, which is also produced as a sportsman's coupe and two-seater.

Fuel cost is not the only important item in the running of road transport. Sir Herbert said the weight of road vehicles could be reduced with advantage. "There is a very interesting problem waiting to be solved for the British market," added Sir Herbert, "namely, to design a 15 h.p. closed car and get the weight down to not more than fourteen hundredweight, while having comfortable accommodation for four adults and luggage and allowing the present accepted disposition of the components in the chassis. It will require some very careful thought and ingenuity to accomplish this task, but it is worth while. The road vehicle of the future will have many fewer parts—hundreds of fewer parts."

AMAZING GERMAN SPEED CAR.

RAIL VEHICLE COMPLETES TESTS.

Berlin, Oct. 18.—Villagers near the city of Hanover stared open-mouthed, children screamed and heads stamped during the successful trials of a new 100-foot car which, the inventors believe, will revolutionize all rail-bound traffic. Resembling a cross between a midget-Zeppelin and a modern racing car, the vehicle is severely stream-lined and equipped with one propeller at the tail-end which is driven by a 400 h.p. engine which however was throttled throughout to-day's trials as the available rail-way-track was comparatively short and moreover sharply curved. Under these circumstances, the maximum speed attained during to-day's trials was only 182 kilometers per hour but it is believed that with a clear straight track and an opportunity for letting run the motor full speed ahead, double the speed will be possible. But even so as the car hurtled screaming over the rails, both its 40 passengers and the expert onlookers were half dazed by the speed. The next trials will take place on a longer railway-stretch and in order to reduce fuel consumption it is proposed to equip the car with a Diesel engine.

PARIS MOTOR SHOW.

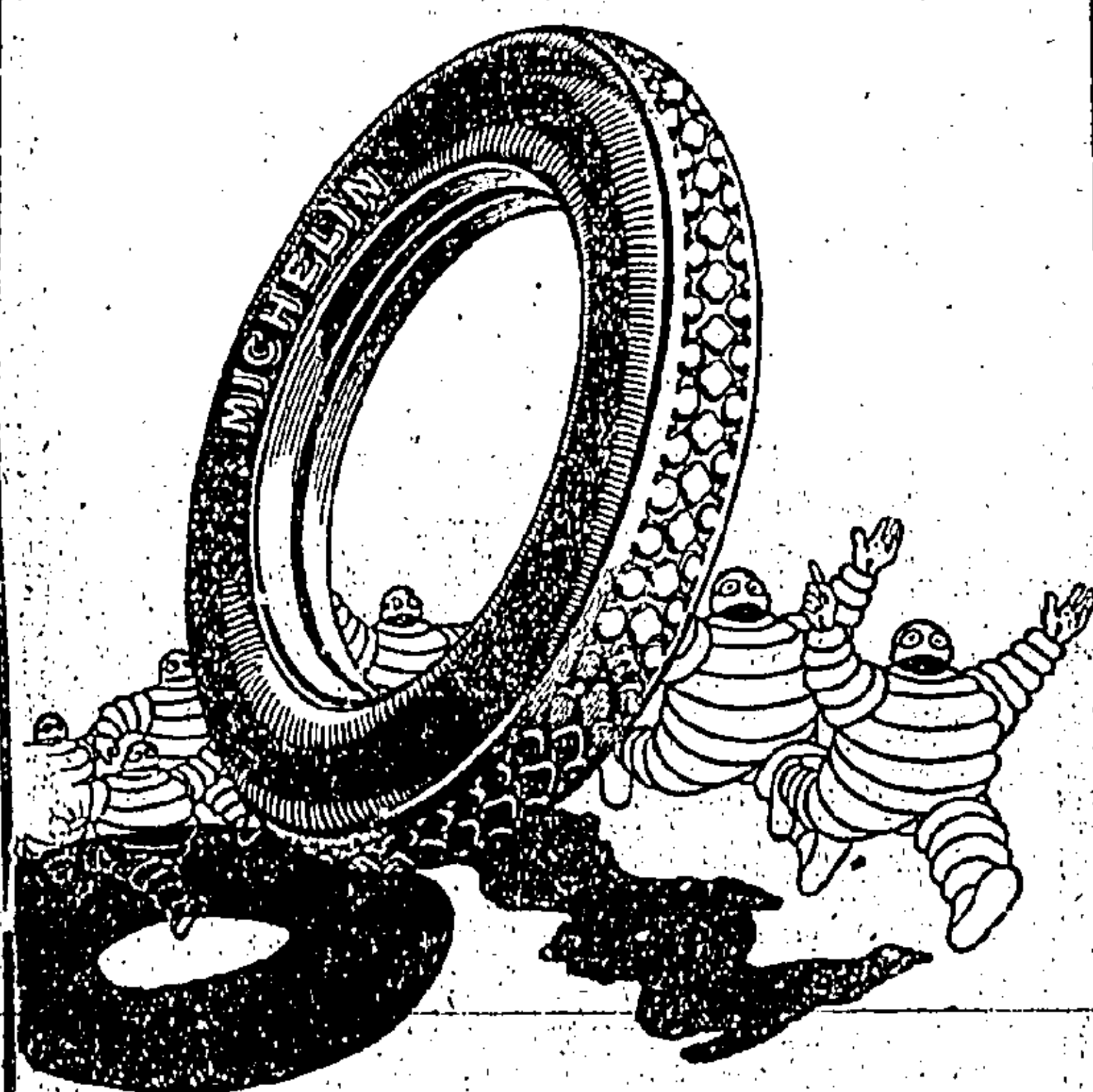
BRITISH INDUSTRY THIRD.

The twenty-fourth Paris Motor Show was held at the Grand Palais in the Champs Elysees last month. The *Economist* published interesting figures to support the claim that the French motor industry is second to none in Europe, and only to the United States throughout the world. In 1929 827,000 motor-cars were sold in France, of which 22,400 were new machines and the remainder second-hand. This represents an increase of new machines of 10 per cent over 1928. The total production was 245,010 motor-cars, which is an increase of about 22,000 over 1928.

According to the *Economist*, Great Britain comes after France (in the number of motor production in 1929) with a total of 225,626, and Germany third and Italy fourth, and the rest, nowhere.

The total number of motor-cars in use on the roads in France is said to have been 1,322,357 in 1929, although it is not quite clear how this figure could be reached nor whether all these motor-cars were of French manufacture.

MICHELIN THE NON-SKIDDING TYRE.



Distributors:

Tel. 22221. A. GÖRKE & Co. Tel. 22221.

China Building, 4th Floor.

DEPOT FIAT GARAGE:

Tel. 24821. 67, Des Vaux Road Central. Tel. 24821.

We give free tyre service to Michelin owners at our Depots.



The WISE BIRD



picks

SOCONY GASOLINE

MOTOR NOTES

BRITISH MOTOR INDUSTRY.

NEW MODELS APPEARING.

GENERAL PRICE REDUCTIONS.

General reducing in price coupled with the offering of additional values and improved design were confidently expected by motor dealers to stimulate the motor industry from the slump into which it has fallen, at the annual British Motor Show which was held in London recently.

Demand for British models in the foreign market, of which the American Austin is receiving a large share, is also looked forward to as an important factor in the coming year. The latest reports from the American Austin company are that on July 1 the company had on hand unfilled orders for 181,117 cars, instead of a normal expected demand of 60,000 and that the company was putting on extra shifts to meet the demand. Economic operation costs, low gas consumption, coupled with wide extension of good roads systems in America are given as the principal causes for this popularity.

Price Reduction to Come.

Advance announcements of new models by leading manufacturers show that the British public will have no difficulty in finding variety. And price reductions will range from £20 down to £5.

There is a definite tendency to an increase in engine power, chiefly due to a larger and comparatively low-speed engine. The prejudices against more cylinders is gradually dying out. Both sixes and eights are gaining although fours are still holding their popularity. The Alvis company is returning to production of its four-cylinder, 12-50 H.P. machine. The Rover four has been improved and reduced in price. Morris is still offering the Morris Minor, a four, at £125. Morris is also bringing out a new, 15 H.P. light six, an improved "big brother" to the four, at £225.

The four-speed gear is retaining its popularity, although usually in conjunction with a close-ratio third which really serves as a second speed. The gear has been made much quieter this year. Much attention has been paid to braking in answer to the demand following abolition of the speed limit January 1. Several improvements in body design are to be introduced, but the closed model, due to climatic demands, probably will continue to be the most popular.

Factories Working Overtime.

In preparation for the 1931 display, many factories are working overtime to be ready with their new models. The Morris Company is increasing its number of men from 3,000 to 7,000 by Christmas; the Austin Company is putting on extra help; and similar preparation is being made at the Rover, Singer, Humber, Hillman, Riley, Triumph and Talbot factories. Beginning January 1, 1931, the new Ford plant at Dagenham will begin production of the British-made Ford, employing from 15,000 to 20,000 men.

The Rolls Royce will receive a challenge in its home territory from the Mercedes-Benz, a seven-seater, super-charged "straight-eight" limousine with a maximum speed of 120 miles an hour. The "whine" is said to have been eliminated, making the super-charger absolutely silent. The price will be around £2,500.

Improvements and enlargements will be made in several branches at the October show. An additional 100,000 square feet of floor space will be available, and will be devoted to side exhibitions. One new section will be devoted to garage display and equipment, including model private and commercial garage apparatus. Another will include an historic exhibit, tracing the development of motor cars from the early days, through a display of old models.

A "STABLE" CAR.

INVENTION TO SECURE SMOOTH RUNNING.

A Cologne motorist claims to have invented an apparatus which, when fitted to the chassis of a motor-car, preserves the equilibrium of the car under any reasonable conditions. Its design is said to be simple, and tests made with it seem to confirm the inventor's claims.

This invention will enable a reckless driver to swing his car round a corner with an angle of 90 degrees at forty miles per hour without anything untoward happening. That is to say, although some of the wheels may temporarily leave the road the car itself will maintain such a position that it will still be capable of containing the reckless driver. He may drive fast and furiously over the wettest asphalt and again nothing will happen. He may jam on the brakes more suddenly than he has ever done before; there will be no skid, no somersault, claims the inventor.

But the greatest advantage claimed for the invention is that it eliminates the discomfort caused by roads which are in a state that may be described as "very holey." A road may be a veritable wartime no-man's land, yet the occupants of even the cheapest type of car, if it is fitted with the new apparatus, will have no knowledge of the fact. They will continue to glide along unshaken.

"BABY" CAR WINS 500-MILE RACE.

BROOKLAND THRILLS.

S. C. H. Davit (Austin Seven), with the Earl of March as second driver, won the British Racing Drivers' Club five hundred miles handicap race at Brooklands recently, at an average speed of 33.41 miles an hour in 6hr. 5min. 13sec.

Dr. J. D. Benjafield, driving a Bentley, was second, at 112.12 miles an hour. H. W. Purdy (Sunbeam) was third at 101.74 miles an hour, and Earl-Howe (Talbot) fourth at 101.30 miles an hour.

Thirty-six cars started, and no car was allowed to enter unless it had been timed to have travelled at a speed of 100 miles an hour. Each car covered 181 laps. The Austins led in the early part of the race. (Continued on next column.)

RACING ON SOUTHPORT SANDS.

GOOD SPEED RECORDED.

The Southport Motor Club's championship and race meeting was held at Ainsdale last month, and the course was a mile nearer Southport than on the last occasion. Thus, after getting nearer and nearer Liverpool, the Southport Club's meetings are beginning to return home, the sea having uncovered fresh stretches of sand.

The receding tide and heavy rain of the night before left the sands firm, and with a good wind blowing down the course from the starting-point high speeds were attained. In the 50 miles solo race for motor-cycles C. J. P. Dodson, the popular Manchester rider, on a Sunbeam, secured a good win. There were over 40 starters, but so hot was the pace set that only five crossed the finishing line.

Every competitor who exceeded 100 miles per hour in the flying kilometre events, which were officially timed, was awarded a special badge. Jack Field, of Ainsdale, driving a Talbot formerly belonging to the late Sir Henry Segrave, made the fastest time of the meeting for cars, 100.52 m.p.h. The solo motor-cycles also put up some good performances, 108.59 m.p.h. being reached by J. H. Carr, of Skipton, on his Brough Superior. Others to pass the 100 mark were M. E. Davetport, Macclesfield, on a Zenith, 106.52 m.p.h.; J. O. Cunliffe, Manchester (Brough Superior), 106.32 m.p.h.; and an A.J.S., driven by R. F. Parkinson, which clocked 100.76 m.p.h.

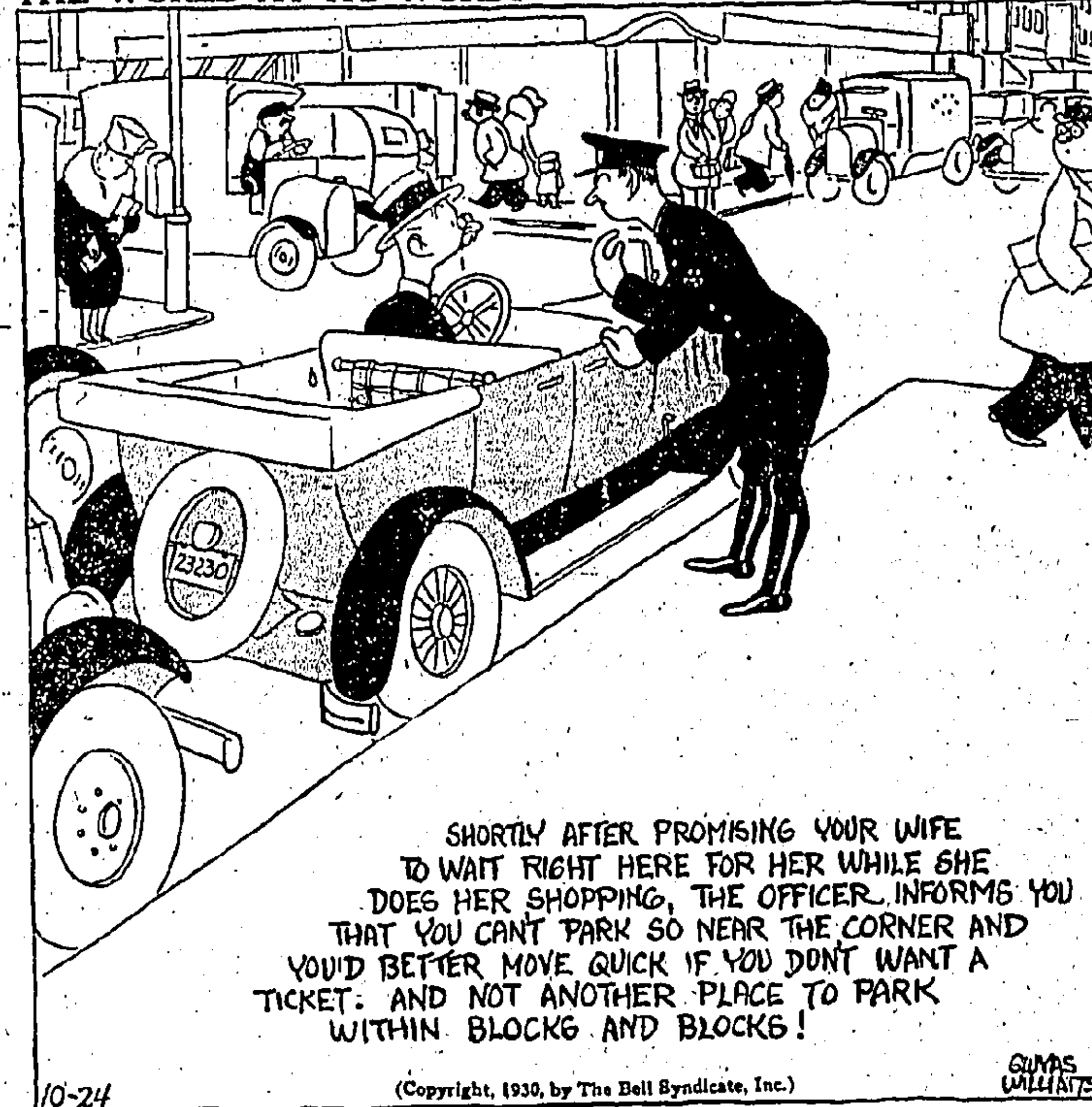
but Dr. Benjafield challenged strongly, covering lap after lap at 122 miles an hour.

There were two exciting incidents when D. Fry's car burst into flames as he was coming off the Byfleet banking, and when the rear wheels and axle of Dunfee's Sunbeam came off and one of the wheels rolled across the track in the path of the leading Austin. Davis swerving and missing it by inches.

Towards the end of the race excitement rose to fever-pitch as Dr. Benjafield, travelling faster and faster, tore round the track in pursuit of the little Austin. The "baby" car, however, kept ahead till the end, and won by a matter of minutes.

THE WORLD AT ITS WORST

By GLUYAS WILLIAMS

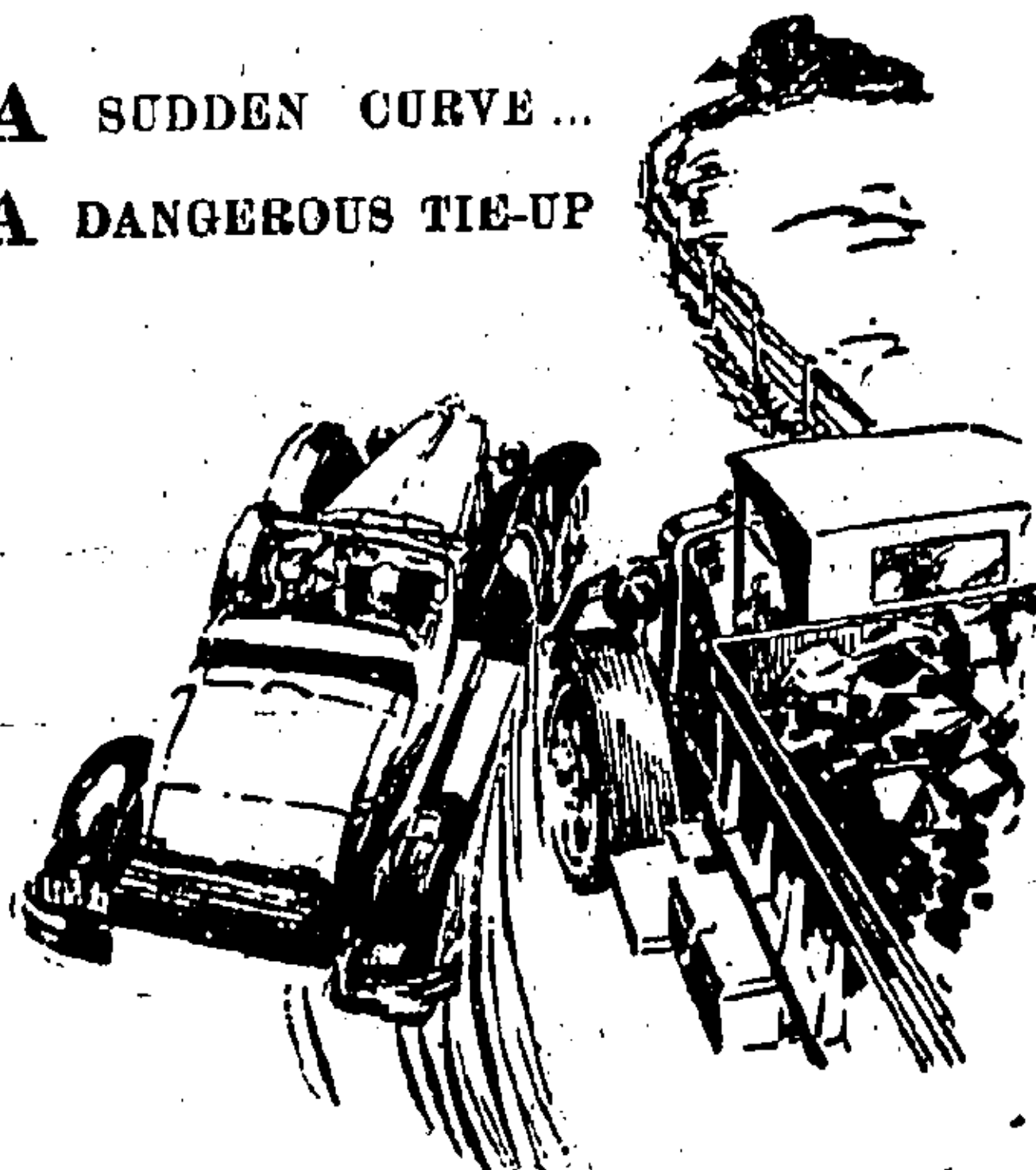


(Copyright, 1930, by The Bell Syndicate, Inc.)

SHELL MOTOR OILS

"Every drop tells."

A SUDDEN CURVE... A DANGEROUS TIE-UP



PASS A ROAD TEST EVERY DAY!

BE PREPARED TO MEET EVERY POSSIBLE ROAD DIFFICULTY WITH YOUR CAR.....

FOR EMERGENCIES YOU NEED A QUICK PICK-UP..... AND AT ALL TIMES RELIABILITY

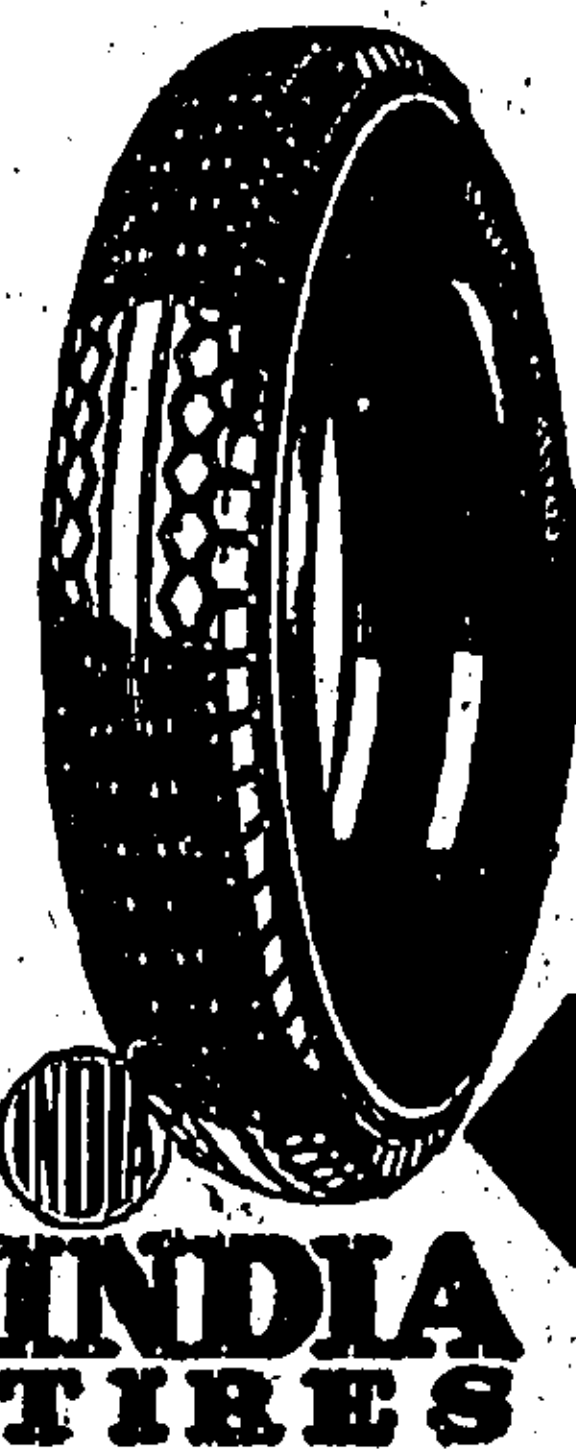
Have you tried the New FIAT?

FIAT GARAGE:
530, Hennessy Road.

LANCIA GARAGE:
151, Praya East.

ARRANGE FOR A TRIAL RUN.

FIAT 514
4 CYLINDER
FIAT 521
6 CYLINDER
A. GOEKE & CO.
CHINA BUILDING, 4TH FLOOR.
PHONE: 22221.



Master of Mileage

INDIA SUPER TIRES

THE RED RING IS YOUR

GUARANTEE

Enthusiastic users of India British-built Super Tires, know, from experience, that the red ring is their guarantee of service from their tires.

Built of the very finest of materials—strong, elastic cord fabric—pure amber friction—firm, long wearing, ground-grip-ping tread—India tires will outwear, outrun any tire made. And their black beauty with the distinctive red stripe adds greatly to the appearance of any car.

With India tires and our complete service, you have double assurance of complete tire satisfaction.

Come in and see this masterpiece of tire construction and our own facilities to serve you.

Built to Outrun
--Outwear Any
Passenger Car
Tire made --

--BAR NONE



W. R. LOXLEY & CO.,

Telephone: 22285.

York Buildings.

SHOPPING GUIDE

PERMANENT WAVING

The Most Up-to-date
Beauty Shop in Town.
Mrs. BETEN. Tel. 58089.
PENINSULA HOTEL EX. 84.

ON SALE.

BOUND VOLUMES of the
HONG KONG WEEKLY
PRESS July to December, 1929.
With Index, Price—\$7.50.
HONGKONG DAILY PRESS.

THE DAIRY FARM

100 HOUSE STREET
FOR PURE MILK
FARM AND
IMPORTED FROZEN
MEATS.
HOUSE FRO POULTRY

RADIO

Complete range of
MARCONI
and
MAZDA
Latest type of A.C. valves in stock.
If you want the best of everything
in RADIO,
Go To
RUDOLF WOLFF & KEW, Ltd.
54, QUEEN'S ROAD CENTRAL.
1st Floor. Tel. 22173.

LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.
HONGKONG DAILY PRESS.

Maison Matmae
(Dress Designer)

Has the Latest Models
On View at
4, Pedder Street
(opposite Hongkong Hotel).

THE JADE TREE, Inc.,

PENINSULA HOTEL ARCADE,
KOWLOON.

DAINTY SHOES

OF EVERY DESCRIPTION
MADE TO ORDER
AT MODERATE PRICES



ROYAL
SHOE STORE
No. 1, D'ADVILAN STREET,
HONG KONG.
Telephone 28287.

Brown

Gentlemen's Tailor
2nd Floor,
BUTON BUILDING,
7, DUDDELL STREET.
(Opposite GOSPEL HALL.)
Orders executed in 24 Hours.
TELEPHONE 28056.

HONGKONG HOTEL

FOR CAR HIRE
P. H. O. N. E.
For Hong Kong: 24758
For Kowloon: 57374

THE CHINA BIOCHEMICAL CO.

Specialists in
Biological and Serological Supplies.
Sole Agents for
The National Epidemic Prevention
Bureau, Peking.
80, DEE VEUX ROAD WEST. TEL. 23979

Here You Are!!!

The Best Place
To have Your Fall Suit
Made to Order
FITTING GUARANTEED.
PRICES MODERATE.

WING HING CO.
TAILORS.
64, QUEEN'S RD. C. PHONE 21417.

People Who Advertise

Invite Inspection
of their Stocks.

R. S. V. P.

NEW MOVIE

COMPANY PROPOSES TO

TO SERVE VAST POPULACE.

Phono-photography—the visual and audible reproduction respectively of sound and sight—is rapidly coming into its own; in fact, were it not that scientific inventions are constantly open to improvement, one might say that it has arrived. Be that as it may, it is undeniable that what is popularly known as the talkie movie is destined to become one of the greatest entertaining and educational forces that the world has ever seen.

The vast untapped potentialities of Phono-photography in Asia brought into being the Industrial & Educational Films, Inc. (Far East.) For many reasons the Far East offers a vast field for this class of work. In China alone one has the enormous population (in round numbers) of 400,000,000, 80 per cent. of whom—it is said—cannot read or write their own language. No device yet conceived by the brain of man can be better adapted for opening the minds and activating the brains of this inarticulate mass than the talkie movie.

Foreign Education Interests. The programme is to make a visit of about a year to each of the following countries with a view to collecting material for foreign educational institutions: China, Japan, Philippine Islands, Java, the Federated Malay States, Indo-China, Siam, etc., which it is calculated will give an opportunity of photographing some 600,000 feet of negative film, the lens being directed towards every phase of native life and customs, scenery, architecture, and their industrial, political, social and educational problems.

Of all the work that lies ahead of the Company the most vital and important is the contribution to the educational uplift of the millions of natives whose present knowledge and ideas are bounded in thousands of cases by the village in which they have been born and bred. This particular goal will be reached by concentrated local study regardless of its value to those abroad, whose interests, for the moment, are less urgent.

For nearly a decade the silent moving picture has been used as an educator in the Far East, its value being severely curtailed by the fact that only about twenty per cent. of an audience—or to be more correct—an audience—could be reached. Now, Phono-photography has literally converted the audience into an audience, with the result that of the blind and deaf eighty per cent. are getting full value merely by keeping their ears open.

This point will be carefully watched and should any locality, for any reason, give promise of future profit, the company will take the necessary steps to establish a branch there or at least arrange for an agency. This development, if carried to any length, may eventually result in the formation of subsidiary companies staffed by local talent trained on the spot, under such foreign supervision as may be thought necessary.

Short Feature Stories.

Whilst the activities of the various expeditions will in the main be educational and commercial, opportunities for "shooting" news items or subjects of unusual interest will not be neglected. The programme will also include a limited number of short features in phono-colour-photography, each having its complete story. As this will entail costumes and in some cases elaborate preparation not more than half a dozen pictures per annum can be promised.

Mr. W. H. Jansen, the head of the organization, one of the best known cinematographers in the Far East, will handle all field work and actual picture taking.

Mr. Jansen's career, both behind the camera and in the business end of the motion picture profession, has been noteworthy and to him must be given much of the credit for bringing first silent motion pictures and now Phono-photography to China. His money, work, his enterprise and initiative have succeeded in paving the way for the development of this industry in the

Far East. Mr. Jansen began his motion picture career 15 years ago in Hollywood. In 1916 he toured South America for the United States Government, taking educational pictures, whilst engaging in war propaganda work. From South America he was sent to Australia for the purpose of filming H.R.H. the Prince of Wales on the occasion of the Prince's visit to that country. After the Australian trip Mr. Jansen was engaged by the Oakland Museum Expedition to film a picture called "Hunting Wild Game in Africa."

Arriving in China in 1922 Mr. Jansen joined the British-American Tobacco Company, serving four and a half years as manager of the advertising modern picture department, which was organized by him. It was during his service with the British-American Tobacco Company that he helped to pioneer the motion picture industry in China in the role of "pathfinder."

TURKISH BEGGARS.

CONSTANTINOPLE'S TEN THOUSAND.

The municipal authorities of Constantinople declare that there are no fewer than 10,000 beggars in the city. Tourists and other visitors must have noticed how numerous these beggars are in all the principle streets and how persistent they are in following strangers—especially when these are accompanied by ladies.

Begging is quite a lucrative profession in Constantinople, and it attracts many persons from the interior of Anatolia. In consequence of the increasing annoyance to the public the municipality recently decided to clear the streets of these beggars, but this is a slow process, and many still remain.

The police have orders to arrest all beggars and send them to the workhouses or asylums provided for poor persons if they belong to the city; but those who have come from the country are returned to their native villages. On being searched many of these have been found to be in possession of considerable sums of money, while a few held documents which showed that they were owners of shops or houses in the city.

MAINTAINING APPEARANCES

WHATEVER ASSEMBLY ONE ENTERS, THE PERSONALITY OF A SMARTLY DRESSED MAN IS FELT AND RESPECTED.

TO BE WELL DRESSED IS A SOCIAL DUTY. AND THIS IS EASILY CARRIED OUT AT



BROWN'S

7, Duddell Street, 2nd floor
(Opp. Gospel Hall)
Tel. 23056.

HARRIS TWEED

The cream of Scotch Homespun and artizan of all sports wear. Best lengths cut to order and sent post-free paid. Patterns free on sliding scale as desired.

Newall, 508 Stornoway, Scotland

WHITTA'S MOTOR AUCTIONS.

We wish to announce that owing to the fact of having disposed of most of our Stock of Used Cars during Last Thursday's Sale Complied with Private Sales affected this Last Few Days, We now intend to hold our NEXT AUCTION on THURSDAY, 27th NOVEMBER, at 5.15 P.M. Our Salesroom will be Open for Private Sales as usual up to 7 P.M. Every Evening.

We have a Limited Number of Cars on hand for Private hire.

For further particulars Phone: H.K. 26425 or Kowloon 56720.

WHITTA'S MOTOR AUCTIONS

CAMERON ROAD, KOWLOON
(NEXT PENINSULA GARAGE).

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION

OR

WEDNESDAY, NOV. 5,

COMMENCING AT 11 A.M.

At Their Sales Room,
DUDDELL STREET,

- 1 CASE RAISINS
- 2 BOXES OF BELLS
- 50 DOZ. SAFETY RAZORS
- 165 TINS BISCUITS
- 30 BOTTLES CHIVERS RASPBERRIES
- 22 PIECES OF WOOL WAISTCOATS
- 2 CHRONOLOGICALS
- 1 BAG HEMP SEEDS
- 2 SACKS FLOUR
- 2 ROLLS IMITATION LEATHER

and

A QUANTITY OF MISCELLANEOUS GOODS AND FURNITURE.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION,

ON

THURSDAY, NOV. 6,

COMMENCING AT 5.15 P.M.

At Their Sales Room,
DUDDELL STREET,

A COLLECTION OF
2,500 STAMPS

Comprising—

Scarce and high values British Colonials, Hong Kong, China, etc., etc.

TERMS:—CASH ON DELIVERY.

ON VIEW FROM TUESDAY, the
4th NOVEMBER, 1930.

LAMBERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION,

ON

FRIDAY, NOVEMBER 7,

COMMENCING AT 2.30 P.M.

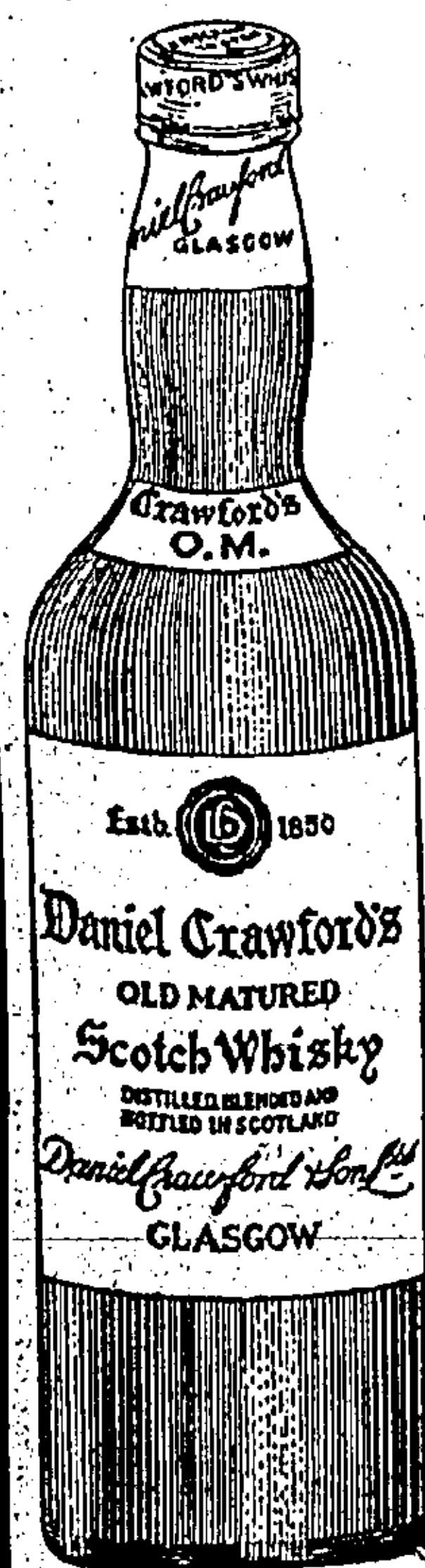
At Their Sales Room,
DUDDELL STREET,

SETS OF LINEN TABLE CLOTH
AND NAPKINS, SILK SHAWLS,
SWEATER SUITS, NECK TIES,
LACQUER WARE, Etc., Etc.

TERMS:—CASH ON DELIVERY.

LAMBERT BROS.,
AUCTIONEERS.

Expert Judgement



PROCLAIMS
DANIEL CRAWFORD'S

OLD MATURED

SCOTCH WHISKY

TO BE THE BEST.

Price—\$ 4.00 Bottle.
\$47.00 Case.

Obtainable from

LANE, CRAWFORD, LTD.

GROCERY DEPARTMENT.

Phone: 28153.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 12 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by the coupon appearing below, bearing the writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor, "Hong Kong Daily Press."

"KUFAN" COUPON.

Name

Address

Nom de plume

H.D.P.]

DON'T LEAVE HONG KONG

without giving an
Order for the
Weekly Press to
be sent to your
Address for

THREE MONTHS \$4.00

SIX MONTHS \$8.00

TWELVE MONTHS \$16.00

11, Ice House Street.

SAFE, Sure and Guaranteed Cure
for Leprosy, Lencoderma, Patches,
Marks, Eruptions, etc., in **Four Weeks.**
Be **Wise**—**Get Yours**—**Full Particulars of**
Treatment Free under Cover. Apply
to:—**Post Box No. 11413, CALCUTTA**
(INDIA) **19749**

When you're not AT HOME!



Unless you are as unconscious of wearing your underwear as you are of wearing your skin, you are not truly at home in it. The ideal underwear—what you need—is snug without tug. It has warmth without undue weight. It shrinks neither from service nor the wash-tub.

We are very particular about the qualities of underwear which we stock, and so are reasonably sure that we can satisfy you in every one of the details you consider make for comfort and long life.

Vests, Pants, Trunk Drawers and Combination Suits in all sizes.

Mackintosh's

COATES' ORIGINAL PLYMOUTH GIN

IS THE BEST DRY GIN FOR COCKTAILS.

Sole Agents:—

CALDBECK, MACGREGOR & Co., Ltd.

(Incorporated under the Companies Ordinances of Hong Kong.)

PRINCES BUILDING, ICE HOUSE STREET.



WHITEAWAYS

FOR
DRESS WEAR
TIES, SOCKS, COLLARS & GLOVES



THE
SAVOY
DRESS TIE

As illustrated. An immaculate Bow of dignity and good taste. Black or White.

DRESS SOCKS
DRESS SHIRTS
DRESS COLLARS
DRESS GLOVES

MEN'S OUTFITTING DEPT.

WHITEAWAY, LAIDLAW & CO., LTD.

GERMAN CABINET'S VICTORY.

YOUNG PLAN DEFEATED.

A WARNING ABOUT THE
FUTURE.

Berlin, October 30.—Reports reaching here from the various European capitals show that with few exceptions foreign newspapers failed to grasp the very great importance and significance of the outcome of the voting in the Reichstag's Foreign Affairs Committee on the Communist motion demanding the immediate cessation of all payments under the Young Plan.

Everywhere, the Berlin Press points out, satisfaction is being expressed at this victory of the Brüning Cabinet and at the moderate parties' refusal to be forced into a policy of adventure which could result in disaster only.

On the other hand, nowhere is it recognized that this extreme endeavour of these German parties and, especially of the Social Democrats who are naturally opposed to many of the Brüning Cabinet's financial measures, does not mean that they believe in the country's ability to fulfil the Young Plan obligations for any length of time but that it thrusts on the statesmen of the former enemy countries the obligation to assist the German moderates by agreeing to the earliest possible re-examination and re-arrangement of the whole reparations problem.

Otherwise, it is emphasized, the time may not be far off when the masses might find the continued cutting down of salaries and wages and the consequent lowering of their standard of living unbearable and might revolt against their moderate leaders, forcing them into opposition against the Cabinet or, having lost all faith in an eventual peaceful settlement of the problems facing the nation, might in despair join the extremists of the Left and Right.

The Berlin papers therefore warn foreign statesmen not to underestimate the danger merely because for the time being moderate Social Democrat leaders have been able to persuade their more radical colleagues into assisting the Brüning Cabinet against its political opponents.

MANILA NEWSPAPER CLOSES DOWN.

"LA DEFENSA" CEASES
PUBLICATION.

[UNITED PRESS.]

Manila, October 31.—La Defensa, the Catholic daily newspaper in Spanish, ceased publishing to-day "for financial reasons."

After years of existence as an independently-owned paper, La Defensa was purchased a year and a half ago by the "T.V.T." Reyes interests, publishers of the Tribune (English), La Vanguardia (Spanish) and Talib (Tagalog), which simultaneously published the English-language Manila Times.

Both papers were in a difficult situation and the Times soon discontinued publication. Although supported by the extensive Catholic interest throughout the Philippines, La Defensa has struggled against odds in competing with other dailies with the religious feature as its chief attraction.

PACIFIC LINES COMBINE.

MATSON AND LOS ANGELES
COMPANIES MERGED.

[UNITED PRESS.]

San Francisco, Oct. 30.—Consolidation of the Los Angeles Steamship Company and the Matson Navigation Company through a pooling of the securities of the two concerns was announced to-day by officials of both lines. The financial details of the merger were not revealed.

The Matson Company operates a fleet of 22 ships between the Pacific Coast and Hawaii, the South Seas and Australia. This company is also joint owner, with the American Hawaiian Steamship Company, of the Ocean-Orient Navigation Co. operating freight steamships to Oriental and Philippine ports.

The Los Angeles Steamship Company operates between Los Angeles and Hawaii, also touching San Francisco.

HON. MRS. BRUCE.

BRITISH AIRWOMAN THREE
DAYS OVERDUE.

FEARED MISHAP ON HANOI
TRIP.

Leaving Bangkok for Hanoi on Saturday, the Hon. Mrs. Victor Bruce, the British airwoman, who is on a solo flight to Japan, is now three days overdue, and as no word has been received of her, much anxiety is being entertained for her safety. In the course of her trip from Bangkok to Hanoi, the aviatrix would have to cross either the jungles of Siam or the mountainous country of Laos, so that her silence may mean that the machine has come to grief at either one of these places.

The trip by air from Bangkok to Hanoi takes only six hours, and as Mrs. Bruce left the former place at daybreak on Saturday and had not arrived at her destination up till 4.15 p.m. on Monday, fears for her safety are more than justified.

One particularly disturbing feature is that the lady's machine is equipped with wireless, and if she had to make a forced landing, it is thought that she would have sent out messages regarding her position and whether she needed assistance.

It will be recalled that Mrs. Bruce crashed near Jask last month during a sandstorm. She had quite an adventure, as she had to sing and dance for some wandering Baluchi tribesmen in her attempt to keep on friendly terms with them.

MR. W. F. HAST RETIRES.

THIRTY YEARS IN
LIGHTHOUSE SERVICE.

At the Harbour Office yesterday, the members of the Harbour Department, including the Harbour Master (Commander G. F. Hole), Commander J. B. Newill, D.S.O., and Mr. T. W. H. Hosegood, gathered to make a presentation to Mr. W. F. Hast, who has retired after nearly 30 years service with the Hong Kong Government.

In making the presentation of a Westminster China clock to Mr. Hast, Commander Hole said they were very sorry to lose such a capable man. Mr. Hast was born in a lighthouse at South Foreland, Kent, in 1874 and joined the Government service here as far back as 1901. Since then, he had served in the three main lighthouses of the Colony, and had always done his duty in a very creditable manner.

Commander Hole said it was his pleasant duty to hand over the clock to Mr. Hast on behalf of his Harbour Office colleagues, and he hoped that one day the recipient would wake up to hear it chiming his hundredth birthday. Commander Hole also presented a necklace to Mrs. Hast.

Mr. Hast's Reply.

Mr. Hast said that it was very hard to adequately thank Commander Hole for the nice things said about him, and for the handsome presents for his wife and himself. He was very sorry to leave them, but although he was feeling quite fit and well, he thought the time had come when it was his turn to go and make way for the younger generation. Mr. Hast said he was not planning to leave the Colony yet awhile; he hoped to stay and see further progress in Hong Kong. During his term of residence here, he had seen many improvements, but the most noticeable was that regarding shipping and lighthouses.

Mr. Hast concluded his remarks again, thanking the gathering for the nice gifts.

KWANGSI SPLIT.

END OF CAMPAIGN IN
SIGHT.

PEACE FEELERS BY
GENERAL.

According to a Chinese Press report from Wuchow, there has been a split in the Kwangsi ranks as Wong Shiu Hung has recently proposed to come to terms with the Cantonese, while Li Tsung Jen insists on fighting to the last. Wong, in a telegraphic circular appealing for peace, points out the fatality and disastrous effects of continuing the inter-Kwang warfare and appeals to the leaders of the warring factions to put an end to the fighting so as to relieve the sufferings of the people.

General Ma Hsiao Chun, a former Kwangsi commander, who was recently dispatched by the Nanking Government to take steps to settle the Kwangsi situation, has arrived at Wuchow from Nanking. He is attempting to prevail on the Kwangsi leaders, many of whom were formerly his subordinates, to surrender to the Central Government. Wong Shiu Hung has telegraphically requested General Ma to proceed to Nanking to discuss a settlement.

According to a spokesman of the Canton military authorities, the Kwangsi situation will be settled in a month, should Wong Shiu Hung turn over to the Government. He stated that the two Chinese divisions under General Chiang Kwang Kai and Tsai Ting Kai, which have been released from the North, are pushing towards Kwangsi via Hunan to hasten the conclusion of the campaign. As soon as the Kwangsi situation is settled, the Cantonese will direct their attention to the rounding up of bandits in Kwangtung and Kwangsi, after which they will deal with the "Reds" under Chu Tak and Mo Chak Tung.

PROBLEM FOR ECONOMISTS

LAUNCH OF 6,000-TON TANKER
AT BIRKENHEAD.

Ships built when freights are high are not always a financial success, but those constructed when freights are low and perhaps grass is growing in the shipyards are a financial success, said Sir Robert Connell, a director of the United Molasses Company, at Birkenhead recently, when there was launched the motor-tanker Athelbeach (6,000 tons).

It is a remarkable thing, he continued, that, while we get our raw products at pre-war prices, we can only give three-quarters of a unit of manufactured goods for one unit of raw materials in comparison with pre-war days. Industrialists should find out how it is that we are in such a relatively bad position in regard to the exchange of our manufactured goods.

Mr. James S. Kincaid, of Greenock, whose firm has constructed the engines, said heavy taxation was one of their greatest difficulties and the dole was eating out the life blood of the nation.

KAIPING COAL

FOR ALL PURPOSES



HOME,
FACTORY
AND
BUNKERS

POWER
HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.



Parfumerie Roigaud
PARIS.

"MARY GARDEN"
Perfumes

that sell themselves

because the packing is attractive, the contents fascinating and the price amazing. Copious selection with or without alcohol from stock goods to scents for the Smart Set!

AGENTS:

VICENTE ATIENZA & CO.
No. 54, NATHAN ROAD, KOWLOON.
TEL. 57155.

"GREATER than RUST"

Wilkinson's

ANTICORROSIVE

Ready Mixed Paints

for Every Description of Iron and Steel Work

Large Stocks kept
of Two Shades each

RED AND GREY

Specify

Wilkinson, Heywood & Clark's
PAINTS

Agents:

S. C. LAY & Co.,
Alexandra Building
Telephone 20768.

Mr. Kodaka's Exhibition
of Natural and Cultured

PEARLS

at
KOMOR & KOMOR'S
CHATER ROAD

Opening Monday, November 3 from 9 till 6 Daily
TEN DAYS ONLY

This year's display is the largest and best ever shown in the Colony. Notwithstanding the present low exchange, Mr. KODAKA—in celebration of his fifth annual visit to Hong Kong—leaves the dollar prices the same as last year. The White Gold and Platinum used for Pearl Jewellery are cheaper in Japan than in any other part of the world.

See Unique Window Display.

KOMOR & KOMOR

ART AND JEWELLERY EXPERTS

ST. GEORGE'S BUILDING,

ICE HOUSE STREET, HONG KONG

CHARGE OF ARSON.

SERIOUS ALLEGATIONS BY CROWN WITNESS.

CONVERSATION AT A DINNER.

The hearing of the case of alleged arson, in which the master of the Tin Sang Tong shop, together with his son and two *fakis* are charged, was continued before Mr. R. E. Lindsell yesterday.

Mr. H. Somerset Fitzroy, Assistant Attorney-General, appeared for the Crown and Mr. Leo d'Almada e Castro represented the father and son.

In the course of the day's hearing, Mr. Fitzroy mentioned that he found that in addition to insurance for \$20,000 on the Tin Sang Tong shop, the Crown had discovered that there was a further insurance of \$11,000, which made the total amount of insurance \$31,000.

Serious Allegations.

Serious allegations against the first defendant were made by a hardware dealer of 105, Belcher Street. This man stated that he became acquainted with the defendant two months ago. He acted as intermediary in litigation between first defendant and a friend of the witness over a ship, the s.s. Wah Shan.

Witness and first defendant were brought together in a Chinese restaurant, and while waiting for dinner, witness succeeded in coming to terms with the first defendant over the affairs of the Wah Shan.

It was stated by witness that the first defendant had asked him prior to the dinner regarding fire insurance practice in Hong Kong. Witness had replied that the terms were about the same in all companies and that these terms could be had on application.

Sometime later, the witness alleged, the first defendant asked if arson was considered a serious crime in Hong Kong.

"Ten Years Imprisonment."

Mr. Lindsell: What did you say?

Witness: I simply said "Ten years imprisonment." (Laughter.) Mr. d'Almada (cross-examining): How came you to give evidence in this case?

Witness: On the morning of the 10th I read an account of the fire in a Chinese newspaper. I at once came to Central to see the Chief Detective Inspector.

Mr. Lindsell: Are you sure of the date?

Witness: Yes.

Mr. Lindsell drew the attention of the Assistant Attorney-General to the fact that the fire only took place in the early morning of the 10th. Mr. Fitzroy said that C.D.I. Reynolds thought that the witness saw him on the day following the fire. It was possible that the man had been to Central and had seen a Chinese detective. October 19, it was pointed out, was a Sunday.

"Made a Lot of Profit."

Among other witnesses was a retired merchant, Mr. Li Pak Chuen, of 37, Elgin Street, who said he had known first defendant for over twenty-five years and was once his business partner. They had both been interested in a ship named the Sui Kai and had "made a lot of profit."

Witness described first defendant as an honest man. "I have never had any trouble with him and we had never quarrelled," added the witness.

The first defendant, explained the witness, had a few days before the fire approached him to raise a loan of \$10,000 against a ship owned by him, the s.s. Wah Shan. This ship was not seaworthy and the loan was required in order that certain repairs could be carried out.

Witness went to Canton and succeeded in raising the loan. He returned to Hong Kong and went to 63, Connaught Road Central, an address given him by first defendant. Here he was detained by the police for inquiry. He was taken to Central Police Station and was later released.

THE SPICE ISLANDS.

THEIR HISTORY AND DEVELOPMENT.

INTERESTING LECTURE BEFORE ENGLISH ASSOCIATION.

"Travellers' Tales of the Spice Islands," a lecture delivered by Major Miles, R.M., at the meeting of the English Association at the Cathedral Hall last evening, was both stimulating and informative. The lecturer referred his audience to that group of islands in the Pacific Ocean which included Java, Batavia, Borneo, New Guinea, and the neighbouring islands. He described how spice, cinnamon, pepper, and other products in these islands first attracted the attention of the leading European countries in the middle ages, and pointed out what effect the consequent trade rivalry among these nations had had on the world to-day.

Major Miles also narrated some of his experiences and observations in a visit to some of these islands. Below we give some extracts from this very interesting lecture delivered by him.

"The chief interest of these islands lies in the history of the spice trade, first in the hands of the Portuguese and Spanish, and then an object of dissension between the Dutch and English."

"Europe had known for a long time before the Christian era that the Far East afforded gems, silk, drugs, and sweet-smelling and highly-flavoured gums and spices, and to the housewife these spices were all-important, to give flavour to food that was otherwise insipid. The Spice Islands had ministered to the luxuries of Rome in her palmy days and later, as Sir Stamford Raffles aptly pointed out, through their influence on the commerce of the Italian States had communicated the first electric spark which awoke to life the energies and the literature of Europe. These spices were nutmeg, cinnamon, mace, cloves and pepper."

"Arab and Indian Traders."

"Before the Portuguese first rounded the Cape, the spices were collected by Arab and Indian traders and brought to ports on the Red Sea and Persian Gulf, whence they were carried in caravans to ports in Egypt and Asia Minor. Thence they were distributed round the Mediterranean by the Phoenicians, and their successors, the Venetians and Genoese, who acquired great wealth thereby. But when the Turkish Empire arose, and especially after the fall of Constantinople, this route became too precarious and expensive, and the European traders financed the early Portuguese adventures to seek out a better one."

In the discovery of a new route, the lecturer described how Vasco da Gama set out for the East Indies, and how Columbus, with the same object, set out across the Atlantic, and imagined he had found the Spice Islands when he was wandering among the Bahamas. Columbus actually left Spain with letters of introduction to the Emperor of Japan and the Grand Khan of Cathay!

Coming to the trade rivalry between the big Dutch and English trading companies which led to numerous sea battles, the lecturer said: "There are two outstanding facts about this. The first is that the Dutch were far ahead of the English in commerce. They were then the common carriers of the world. They had the best managed mercantile marine in the world; their ships were the cheapest to build, and the best adapted for their various purposes. And the lowness of the rate of interest in Holland as compared with England was one of the most striking economic facts of the whole 17th century."

"The second is that whereas the Dutch insisted on a rigid monopoly for which they were prepared to fight, the English aimed at free trade, and peaceful penetration. The Dutch policy succeeded, in that they eventually drove the English out of the spice trade, but it proved too expensive in the long run, and the Dutch company was bankrupt by the middle of the 18th century."

(Continued on next column.)

USED ABUSIVE LANGUAGE.

INDIAN CONSTABLE FINED.

SUMMONS BY MOTORIST.

Charges of assault and using abusive language were preferred at the Kowloon Magistrate's yesterday against Hasham Khon, an Indian constable, by Mr. F. M. de Britto, of 12, Tung Hing Street.

A cross-summons was preferred against Mr. Britto by the defendant for having disobeyed a traffic signal.

Outlining the case for Mr. Britto, Mr. F. C. E. Randall stated that at about 8 o'clock on October 9, complainant was driving along Nathan Road from the Star Ferry to Kowloon Tong. At the junction of Prince Edward Road and Nathan Road, the left side of which was under repair, Mr. Britto had to turn to the right to go into Prince Edward Road. Complainant sounded his horn, and on seeing a green light from the beacon, drove on. When he was approaching the beacon, the defendant, shouted out to him: "Are you blind? To the left." Mr. Britto then averred his car to the left and the defendant again shouted: "You — are you blind?"

Complainant then got out of his car and approached the defendant with the intention of taking his number. When he was about one yard from him, defendant caught hold of his arm, drew out his truncheon and threatened to hit him. Mr. Britto asked defendant to go to the Police Station with him and he refused. Complainant then left and made a report to the Mongkok Police Station.

Mr. Britto and his wife, who was with him at the time, then gave corroborative evidence.

Defendant's Story.

Hasham Khon, the defendant, next gave evidence in the witness-box, and said that at about 8.40 p.m. on October 9, he was on duty with a Chinese recruit at the traffic beacon at the junction of Prince Edward and Nathan Roads. A motor-bus was coming from Prince Edward Road into Nathan Road and he gave the green signal for it to pass, and naturally the red signal was given to the cars coming from Nathan Road. Despite this, however, car No. 710, driven by Mr. Britto, turned into Prince Edward Road. Witness shouted to him to stop and told the complainant that he was going on the wrong side of the road. Complainant, however, told witness to "shut up" and abused him. He then asked for his number and went away.

The Chinese recruit, who was with the defendant at the time, corroborated his evidence.

The Magistrate, Mr. Butters, however, held that the use of abusive language to Mr. Britto had been proved and fined defendant \$25.

The summons for assault and cross-summons were dismissed.

Peaceful Progress.

"At the present time," said the lecturer, "the history of the Spice Islands is one of peaceful progress. The spice trade has dwindled, but trade in copra, tea, coffee, rubber, sugar, and quinine has more than taken its place, and now is probably the best farmed and the richest island in the world to-day."

Towards the conclusion of his lecture, Major Miles gave a brief account of his visit to many of the islands referred to by him. He said: "Everywhere the small Dutch communities treated us with the utmost hospitality, and each place had its own interest. At Mindao I saw the happiest and most contented people I have ever met with—the inhabitants of the Minne-hass district."

Mr. W. W. Hornall, C.I.E., who took the chair at this lecture, thanked Major Miles on behalf of the Association for the very delightful paper he had read.

Arising from the invitation of the Chairman, one member made an observation that it was not improbable that most people thought that the Association was only giving lectures on "high brow" subjects. If they could be convinced that the Association was also interested in subjects of a historical or geographical nature, such as the one just delivered by Major Miles, perhaps interest in future activities of the Association would be increased. The Chairman intimated that he had asked many military officers who were in a position to deliver lectures of the type mentioned, but it was difficult to get them to come and speak before the Association.

PROBATES GRANTED

MISS CALDWELL'S LOCAL ESTATE.

Estate in Hong Kong valued at \$30,800 was left by Miss Florence Isabel Caldwell, who died at 43, Manor Road, Folkestone, Kent, on September 24, 1929. Re-issuing of exemplification of probate has been granted to Mr. M. H. Turner, of Messrs. Deacons, who is attorney for testator's sister.

Among the bequests is £1,000 to her niece, Grace Caldwell, together with the house, 45, Manor Road, Folkestone, and furniture and effects. The bequest is made on condition that the legatee, leaves, within one year of testator's death, any convent in which she is resident, otherwise the proceeds of the house, and contents are to be divided between the other legatees. Testator also leaves £200 to her maid and a like sum to the Hon. Mrs. Blythe's Guild of Friend in Need.

Chinese Widow's Will.

A clause that her funeral shall be carried out entirely according to Chinese custom without any European hearse is contained in the will of Yung Cheng, widow, of 2, Glenelg, who died in April last, leaving an estate of \$19,600. Probate has been granted to Yung Hin Chang, step-son, living at the same address.

A sum of \$3,000 is provided for her funeral as directed. It is left to the executor to set aside \$10,000 for a son to be adopted by him or to keep the money himself.

Advice to Children.

Yeung Yan Chau, alias Yeung Tui Lan, who died at 33, Sai Kung Kowloon, in June this year, left an estate of \$9,700 in the Colony. Probate in respect of which has been granted to two of his sons, Yeung Ling Sun and Yeung Shek Tin.

The following advice to his seven sons is contained in the will:—"In the future all of you should bear with one another and be peaceful, diligent and frugal so as to fulfil my cherished aim. Never disobey your two mothers until their death. Comfort them from time to time and do not suffer them to be broken-hearted."

Li Kap Tze, a contractor, who died intestate at 14, Sai Yuen Lane, on February 18, this year, left local estate worth \$15,000. Letters of administration have been granted to the widow.

LEGISLATIVE COUNCIL MEETING.

SEVEN NEW BILLS TO BE READ TO-MORROW.

At the meeting of the Legislative Council to be held to-morrow afternoon, the following bills are to be read for the first time:

A Bill to amend the Police Force Ordinance, 1900.

A Bill to amend the Probates Ordinance, 1897.

A Bill to amend the Summary Offences Ordinance, 1915.

A Bill to consolidate and amend the law relating to the District Watch Force.

A Bill to amend the law relating to theatrical performances at places of public entertainment.

A Bill for promoting the revision of the Ordinances of Hong Kong by the repeal of Ordinances and other enactments which are spent or no longer required and by the correction of errors.

A Bill to amend the law relating to Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

A Bill to amend the law relating to the Companies.

NO EMBEZZLEMENT.

CANTON CHARGE WITHDRAWN.

The case in which Ratanchand Jeramdas Keswani was recently committed to Canton under the Fugitive Offenders Act upon charges of alleged embezzlement of the sums of \$500 and \$2,000 from Messrs. Gehimull D. D. Bros. came before Mr. A. A. L. Tison, Additional Judge of the British Consular Court at Canton last Saturday.

Mr. D. L. Strellett, who appeared for the prosecution, asked permission to withdraw the case, as he and Messrs. Gehimull D. D. Bros. had satisfied themselves that there had been no embezzlement by Keswani, as had appeared from the books of the firm to be the case.

Personal Resources Utilised.

Mr. P. M. Hodgson, who represented Keswani, informed the Court that Keswani for five or six years had been sole manager of the firm of Messrs. Gehimull D. D. Bros. at both Hong Kong and Canton, and during that period, being anxious to maintain his firm's constituents in keen competition, had given the benefit of his own financial resources to his firm by not only advancing from time to time various sums of money in payment of the firm's accounts with merchants at times when it was inconvenient to the firm to pay, but also allowing his personal credit and deposit at his own bank to be used from time to time to meet drafts, bills, and overdrafts of the firm.

Monies Accounted For.

Mr. Hodgson stated that he had been given every opportunity of inspecting the books of Messrs. Gehimull D. D. Bros. in conjunction with Keswani and Mr. Strellett and it had been clearly established that these sums of \$500 and \$2,000 alleged to have been embezzled were in fact accounted for, and it was right and proper that the prosecution should withdraw all charges against Keswani.

Mr. Tison concurred, but stated that it would be wiser if managers of business firms saw that in books of account all transactions involved were clear on the face of the books, otherwise discrepancies might be alleged.

Mr. Keswani was accordingly discharged.

GUY FAWKES CARNIVAL.

TO-DAY'S ATTRACTIONS AT K.C.C.

At the Kowloon Cricket Club ground this afternoon at 3 p.m. Lady Peel will open a Guy Fawkes Carnival in aid of the Kowloon branch of the Holman May Institute. The Hon. Mr. E. R. Hallifax will make the opening speech.

The committee have organised a full afternoon and evening's entertainment, and, providing the weather holds good, the carnival should prove a huge success. The following is briefly the programme:—

3 to 5 p.m.—Selections by the Band of the 3rd Bn. 15th Punjab Regiment.

4.30 p.m.—Dancing display by Miss V. Capell's pupils.

5.30 p.m.—Musical Pipe Bands of the 2nd Bn. Argyll and Sutherland Highlanders and the 3rd Bn. 15th Punjab Regiment.

6 p.m.—Seven items by the Lilliputians, arranged by Mr. Osmond.

8.45 p.m.—Variety programme.

10 p.m.—Torchlight procession and bonfire.

The side-shows include coconut shies, shooting gallery, miniature golf, etc., while there will be a number of stalls under the charge of local ladies.

MILITARY RETREAT.

MASSED PIPE BANDS AT K.C.C.

At 5 p.m. this evening, the combined pipe bands of the 2nd Bn. The Argyll & Sutherland Highlanders and 3/15th Punjab Regiment will play Retreat on the grounds of the Kowloon Cricket Club.

This performance is of more than ordinary interest, as the Pipe Band of the Indian Regiment, then the 27th (Punjab) Regiment of Bengal Infantry, originated in 1864, when eight of their number were trained in India by the 2nd Battalion of the Argyll & Sutherland Highlanders now at Shanghai.

CARPETS

FROM

BRITISH LOOMS

WE ARE NOW SHOWING OUR NEW STOCK

OF

SEAMLESS AXMINSTERS

IN

PARTICULARLY ATTRACTIVE DESIGNS AND COLOURINGS

FOR

DRAWING, DINING and BEDROOMS

WE HAVE ALL SIZES

AND

INVITE YOUR INSPECTION.

SPECIAL

10%

DISCOUNT

FOR CASH

FOR CASH

LANE, CRAWFORD, LTD.

YEOMEN

OF

THE

GUARD

VOCAL SCORE—LIBRETTO—RECORDS

AT

ANDERSON'S

You can Afford the economical General Electric Refrigerator

It has the money-saving MONITOR TOP!

Count up the bottles of milk and cream that sour in a year—the butter that begins to have "taste"—so that it must be used for cooking.

Count up the eggs, the meat and fruit and vegetables that must be wasted, because they are no longer fresh.

And then—count up the benefits of modern refrigeration—electric refrigeration—the saving of food and milk—the plentiful supply of ice cubes—the delicious, economical frozen dishes you can make.

You can afford the General Electric Refrigerator. Its mechanism is simple, its operation is easy, its cost is low, its life is long, its maintenance is simple, its operation is easy, its cost is low, its life is long, its maintenance is simple.

GENERAL ELECTRIC ALL-STEEL REFRIGERATOR. ELECTRIC WATER COOLERS • COMMERCIAL REFRIGERATORS • ELECTRIC MILK COOLERS.

On View at—
Wm. C. Jack & Co., Ltd.
Hongkong Electric Co., Ltd.
The General Electric Co. (China), Ltd.
ANDERSEN MEYER & COMPANY, LTD.

ANG-CHANG INFERENCE.**IN CHINA OF VITAL IMPORTANCE.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 4. North China Daily News, this morning on the morning meeting between Mar. Liang, Kai Shek and General Hsueh Liang, says there is doubt that those who look the establishment of peace in as a matter of vital importance will attach the liveliest hopes conference.

Journal adds that the difficult confronting both leaders the view that a failure to the elementary precaution of daily exchanging opinions would be tantamount to a surrender to dissipated influences, which again actively at work.

Shanghai, Nov. 4. One hundred and six silk filatures have closed down, throwing 40,000 workers out of employment.

FENG RETIRES FROM PUBLIC LIFE.**REPORTS THAT HE HAS RETURNED TO TAIYUANFU.**

[THROUGH REUTER'S AGENCY.]

PEIPING, Nov. 4. Chinese reports state that Feng Yu Hsiang has returned to Taiyuanfu, where he is preparing a circular telegram announcing his retirement from public life.

SHANGHAI SILK FILATURES CLOSE DOWN.**FORTY THOUSAND OUT OF WORK.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 4. One hundred and six silk filatures have closed down, throwing 40,000 workers out of employment.

MURDER OF LADY MISSIONARIES.**BARBAROUS INCIDENT WILL BE SEVERELY HANDLED.**

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 3. In the House of Commons today, questioned in regard to the murder of the missionaries Miss Nettleton and Miss Harrison, Mr. Arthur Henderson, Foreign Minister, after detailing the circumstances of the "barbarous" murders, said that he was satisfied that everything humanly possible was done to avert the shocking tragedy, which His Majesty's Government and members in all quarters of the House deeply deplored. The British Minister formally demanded punitive measures against the culprits and Dr. C. T. Wang, in reply, said that the barbarous incident would be severely handled. The Foreign Office hoped to capture the guilty party very soon. Extra troops had been sent to assist them.

It is anticipated that Chang Hsueh Liang will shortly come to Peiping and will establish his headquarters as Deputy Commander-in-Chief in the former Cabinet office and await there the arrival of Chiang Kai Shek when the meetings of the Fourth Plenary Session of the Central Executive Council are ended.

Chinese circles are of the opinion that the venue of the meeting of the leaders will be Peiping, and not Tientsin or Tsingtau. It seems definite that Chang Hsueh Liang will not attend the Fourth Plenary Session, as had been suggested recently.

Meeting-place Peiping. PEIPING, Nov. 4. It is anticipated that Chang Hsueh Liang will shortly come to Peiping and will establish his headquarters as Deputy Commander-in-Chief in the former Cabinet office and await there the arrival of Chiang Kai Shek when the meetings of the Fourth Plenary Session of the Central Executive Council are ended.

WANG CHING WEI'S WHEREABOUTS.**EXPECTED TO LEAVE FOR JAPAN.**

[THROUGH REUTER'S AGENCY.]

PEIPING, Nov. 4. Wang Ching Wei's movements are somewhat uncertain. Some of the Tientsin newspapers report that he has arrived there, but others assert that he is at present in the Japanese Settlement in Tientsin, whence he is expected to depart for Japan to-day.

CHINESE CONSULAR OFFICIAL ARRESTED.**STRONG PROTEST LODGED IN JOHANNESBURG.**

[THROUGH REUTER'S AGENCY.]

JOHANNESBURG, Nov. 3. Following the arrest of a member of the staff of the Chinese Consulate here, the Chinese Consul-General, Mr. Ho Tsang, has lodged a strong protest with the Union Department of Foreign Affairs. The Consul-General demands the punishment of the officials concerned in the arrest, as well as an apology.

Under the South African Diplomatic Immunity Act, anybody serving legal process on a member of the staff of any Consulate is liable to a fine of £500, or three years' imprisonment, or both.

The Foreign Secretary gave the House of Commons a detailed account of the events connected with the murder by Chinese hands of Miss Nettleton and Miss Harrison, and of the unavailing efforts to save them from their murderers. He described the courageous attempts of the British Consul, Mr. Martin, to effect their release, and the personal risks he ran.

SEIYO MARU DISABLED.**CREW OF FORTY RESCUED.**

[THROUGH REUTER'S AGENCY.]

SEATTLE, Nov. 4. The crew of 40 of the steamer Seiyo Maru were rescued by the Shiraha Maru.

It was reported from San Francisco by Reuter on the 3rd inst. that the wireless station at Mussel Rock had picked up an S.O.S. message from a Japanese freighter, the Seiyo Maru, reporting that she was drifting helpless with her rudder lost and a heavy list, and that the s.s. California was speeding to the rescue.

PUNITIVE OPERATIONS IN FORMOSA.**"MOPPING UP" THE REBELS.**

[THROUGH REUTER'S AGENCY.]

TOKYO, Nov. 4. The public telegraphic service has been reopened at Muzha, and the roads are being repaired.

The situation is being rapidly restored to normal, according to official despatches reaching Tokyo. Small groups of tribesmen are believed to be still lurking in the forests, but the aircraft report that none have been sighted.

Upon the arrival of reinforcements, the troops plan to make a drive through the neighbouring valleys for the purpose of mopping up the remaining rebels. In the meantime, parts of the forests are being cut down and burned for the purpose of increasing the field of fire and view.

FIRE AT TOKYO.**AMERICAN NEWSPAPER PLANT DESTROYED.**

[THROUGH REUTER'S AGENCY.]

TOKYO, Nov. 3. Fire to-day destroyed the plant of the Japan Advertiser, Tokyo's famous American newspaper.

The fire, which was apparently due to defective electric wiring, broke out after the morning edition was off the press.

The building was deserted, and there were no casualties.

Neighbouring geisha houses were also destroyed. The loss is estimated at 1,000,000 yen, partially covered by insurance.

Mr. W. B. Fleisher acquired the paper in 1903, and developed it into one of the best known American journals outside America. It was wiped out in the 1923 earthquake, but was courageously rebuilt.

The future plans of the paper are uncertain.

SAD TRAGEDY IN CUBA.**TWO U.S. VICE-CONSULS DROWNED.**

[THROUGH REUTER'S AGENCY.]

HAVANA, Nov. 3. An accident, followed by two attempts at rescue, has resulted in the death of two United States Vice-Consuls, namely, Mr. William Jackson, of Havana, and Mr. J. T. Wainwright, of Matanzas, and of the former's wife.

A gust of wind blew Mrs. Jackson over the top of a cliff into the shark-infested waters of Matanzas Bay. Her husband jumped in to save her, and both were soon in difficulties.

Thereupon, Mr. Wainwright dived into the sea, which was very rough, and all three were drowned.

Mr. Sydney Guest, another United States Vice-Consul of Havana, narrowly escaped drowning when he tried to save his companions.

FRENCH PEACE SCHOOL.**RECONSTRUCTION OF EUROPE.**

[AGENCE HAVAS.]

PARIS, Nov. 3. There was inaugurated to-day a Peace School, the object of which is to institute methodical rules concerning international relations, with particular reference to the reconstruction of Europe.

BIG FIRE AT SHANGHAI.**WHITEAWAY, LAIDLAW'S PREMISES DAMAGED.**

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 4. The two top floors of Messrs. Whiteway, Laidlaw & Co.'s premises were burned out this morning.

The fire originated in a part of the building now under reconstruction. The Fire Brigade's task was rendered most difficult owing to the scaffolding.

The official estimate of the damage is not available, but it is believed to be approximately \$150,000, which is covered by insurance.

SITUATION IN INDIA.**DEFINITE ADVANCE TOWARDS 'NORMAL' CONDITIONS.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 4. The Government of India's appreciation of the situation of internal India states that the Bengal report for the first half of October records a definite advance towards normal conditions, and in the Presidency division picketing is reported to have practically stopped.

The situation in the rural areas has improved throughout the province.

The Bengal report confirms the strongly downward tendency in the number of prosecutions. Unless there is a recrudescence of activity there is a reasonable ground for the hope that this tendency will now become more pronounced in most provinces.

CONSTITUTIONAL CHANGES IN INDIA.**GOVERNMENT NOT FORMULATING PROPOSALS.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 3. Answering questions in the House of Commons to-day, Mr. Wedgwood Benn, Secretary for India, said it was not the intention of the Government to formulate proposals for constitutional changes in India pending the discussion in Conference.

ELECTION DAY IN AMERICA.**DELUGE OF POLITICAL ORATORY.**

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Nov. 3. The deluge of political oratory and last-minute harangues between the "wets" and "drys" ended to-night, which is the eve of election day (November 4) in 48 States, Maine having elected a Governor, a Senator, and four Members of the House of Representatives, all Republicans, in September.

Now 431 representatives have to be chosen from the remaining States, including 31 Governors. National interest has been evoked in some of these contests, for instance, in New York State, Mr. Franklin Roosevelt is opposing Mr. C. H. Tuttle, which is regarded as directly bearing on the presidential campaign at 1932, for Mr. Roosevelt, if re-elected, is likely to be the outstanding choice of democratic nomination at the next election.

To-morrow's election is also of prime importance as a test of "wet" and "dry" sentiment, and it is generally believed that the net result will be considerable gains to the "wets," although it is generally opined that the "wets" have no chance of gaining a majority either in the House or in Congress this year.

LENA GOLDFIELDS DISPUTE.**APPROPRIATE REPRESENTATIONS TO SOVIET GOVT.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 3. The Foreign Secretary, Mr. Arthur Henderson, stated to-day in the House of Commons that after the conclusion of the recent arbitration proceedings between the Soviet Government and the Lena Goldfields Company, the Lena Company had requested the support of the British Government in this case.

The Secretary stated that Mr. Cow had therefore been given instructions and had made appropriate representations to the Soviet Government.

BRITISH POLICY IN PALESTINE.**CANCELLATION OF BALFOUR DECLARATION DEMANDED.**

[THROUGH REUTER'S AGENCY.]

JERUSALEM, Nov. 4. As the result of the reports from London that the British Government proposes to explain its recent statement of policy in Palestine, it is believed that the majority of Arabs, who were previously prepared to participate in the proposed Legislative Assembly, will now take up a compromising attitude, as they are afraid that the Government will depart from the standpoint in the White Paper which is considered favourable to the Arabs.

It is understood that a Memorandum is being addressed to the British Government demanding the complete cancellation of the Balfour Declaration.

FIRE ON MARCONI'S YACHT.**VALUABLE INSTRUMENTS SAVED.**

A fire caused by a mishap to a small petrol motor broke out recently in the Marchese Marconi's yacht Elettra, which was lying at Citta Vecchia. The damage is estimated at about \$1,000. The Marchese Marconi superintended the work of fighting the flames, which were extinguished in about forty minutes. The outbreak occurred in the stern part of the vessel, so that the precious electrical instruments which are kept amidships are undamaged. Nevertheless, the departure of the Elettra for a cruise has been postponed.

Marconi was sending wireless messages to London when he noticed smoke pouring into the wireless room. He had no sooner given the alarm than flames broke out. All on board rushed to the scene of the outbreak and endeavoured with all the appliances on board to extinguish the flames. Meanwhile a boat was dispatched from the yacht with Marconi's secretary on board to the Villa Odessalchi to assure the Marchioness Marconi that there was no need for alarm.

Soon, however, the whole yacht was enveloped in smoke. Two fire lugs were rushed from the port, and firemen speedily got to work. The Mayor of Citta Vecchia and local authorities also put out to the yacht.

It was on the yacht Elettra that Marconi conducted some of his most famous experiments. The latest was in March this year, when from the yacht in the Mediterranean he lit 3,000 lamps in Sydney, 11,000 miles away. Elettra was one of the Christian names he gave to his infant daughter at the recent christening.

EARLY TREATMENT OF CANCER.**HEALTH MINISTRY'S MEMORANDUM.**

[THROUGH REUTER'S AGENCY.]

The Health Ministry have issued to local authorities a memorandum suggesting the desirability of local authorities acquiring more complete knowledge of the reaction between cancer and the local community, with the object of founding such local ameliorative measures as may be necessary and practicable.

The Medical Officer of Health for St. Pancras advises the local Health Committee that the most important factor as regards the curability of the disease is the earliness with which it is recognised and treated, and in this connection valuable work could probably be accomplished by the preparation and circulation of a leaflet on the subject, and he suggests the adoption of this course.

It may also be possible, he states, to arrange a scheme of co-operation with the hospitals in the borough, under which cases that have received treatment in the hospitals could be visited periodically by the local health visitors in order to urge the importance of and to secure regular medical supervision in case of recurrence of the disease.

The Committee recommend that the suggestions of the Medical Officer be carried into effect.

INDUSTRIAL CRISIS IN BRITAIN.**OPPOSITION'S ATTACK ON THE GOVERNMENT.**

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 3. The Opposition's first serious attack on the Government since the reopening of Parliament was opened by Mr. Neville Chamberlain, the Chairman of the Conservative Party, who moved an official Conservative amendment to the Address in Reply to the King's Speech, regretting "the failure of the Government to propose any measures adequate to deal with the crisis in the industrial, agricultural and commercial situation, or to check the continued growth of unemployment."

Government Defeat Unlikely. The debate will conclude with a division at 11 o'clock to-morrow night, but the defeat of the Government is not expected.

Board of Trade President Replies.

Mr. William Graham, the President of the Board of Trade, replying to the speeches in support of the amendment, while admitting the gravity of the industrial situation, thought that the present outlook was "a little more hopeful."

He expressed the opinion that until Russia recovered, there could be no real European recovery.

Imperial Delegates Faced With Two Choices.

Referring to the Imperial Conference, Mr. Graham declared that the delegates were faced with two choices. The first was to accept Mr. R. B. Bennett's proposals with regard to the imposition of a 10 per cent. Empire tariff. The second was 'Empire' economic development by means of a voluntary preference.

Regarding voluntary preferences, the Government spokesman quoted propositions such as Empire rationalisation, bulk purchases and import boards.

Mr. Graham outlined the Government's efforts to foster British trade, mentioning the coal deputation to Scandinavian countries, the Mission investigating markets in Japan and China, and the enquiries that had been set afoot in the iron and steel and the cotton trades.

Liberal Criticism.

Sir Herbert Samuel, the principal Liberal speaker, who addressed the House after a meeting of the Liberal Party, accused the Government of inactivity and lack of zeal in its treatment of unemployment, a state of affairs which made it difficult for the Liberals to await the Government's plans.

Sir Herbert Samuel was equally critical of the Conservative amendment, however, so there is little doubt that the Government will survive.

Liberal Plans for Unemployment.

A booklet was published to-day in which Mr. Lloyd George, Mr. Seaborn Rowntree and the Marquis of Lothian explain the unemployment plans which were submitted to the Government in the course of the recent Liberal-Labour "conversations."

The proposals include a 10 per cent. reduction in national expenditure, the Government to give the lead by the appointment of a "new Geddes Axe Committee."

Other features were:—Drastic revision of the unemployment insurance scheme; an alteration of taxation so as to reduce an extension of the exports credits the burden on private enterprise; scheme, especially with a view to increased trade with Russia; a vigorous policy of Empire development; the reorganisation of agriculture so as to absorb 500,000 additional workers, in which connexion the booklet states that "the State should create 100,000 family farms, varying from three to a hundred acres," the tenants to be recruited from agricultural workers, allotment holders and special training farms.

Business Telephone System. The Liberals also recommend that the telephone service, while remaining under the Postmaster-General should be made relatively independent and run on commercial lines similar to the arrangements under which the British Broadcasting Corporation operates.

National Development Loan. Finally, it is recommended that the Government raise a National Development Loan of £20,000,000 for the construction of regional planning, housing and electricity.

Other suggestions of the Medical Officer be carried into effect.

Finally, it is recommended that the Government raise a National Development Loan of £20,000,000 for the construction of regional planning, housing and electricity.

Other suggestions of the Medical Officer be carried into effect.

Finally, it is recommended that the Government raise a National Development Loan of £20,000,000 for the construction of regional planning, housing and electricity.

BRITAIN-AUSTRALIA FLIGHT.**OSCAR GARDEN ARRIVES IN WEST AUSTRALIA.**

[THROUGH REUTER'S AGENCY.]

WYNDHAM, Nov. 4. The airman Oscar Garden has arrived here.

At Calcutta Oscar Garden met Mrs. Victor Bruce, who is flying to Japan, and they flew together to Rangoon.

Garden accomplished the last part of his otherwise lone flight, namely, from Calcutta to Australia, in the remarkable time of five days. Most fliers have hitherto found this the most difficult part of their journey.

Garden, whose small plane once belonged to Mr. Gordon Solfridge, jun., only learned to fly a few months ago.

R.101 AIRSHIP INQUIRY.**BROKE UP ON REACHING GROUND.**

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 3. At the R.101 enquiry to-day Major Cooper, of the Air Ministry, a member of the special committee of investigation which flew to Beauvais immediately after the accident, stated that there were no grounds for supposing that the airship broke to pieces in the air.

Six French witnesses testified to seeing the airship flying low and dipping "at grips with the elements," as one said, then hearing an explosion.

One elderly workman, who explained that he was in a wood after rabbits, said that he was close to the airship when she dived and fell. He was blown down by the force of the explosion. He was positive that she broke only on touching the ground.

THREE THOUSAND-MILE FLIGHT.**R.A.F. PLANES VISIT GAMBIA.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 3. A flight of the Forty-seventh Bomber Squadron, composed of three Fairey aircraft, reached Bathurst in Gambia to-day, after a 3,300-mile journey from Khartoum.

This was the first time that Air Force land planes had visited Gambia.

OBITUARY.**MAJOR THOMSON.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 3. The death has occurred of Major Thomson, brother of Lord Thomson, late Secretary for Air.

Major Thomson, who was 68 years of age, was seriously ill when the R.101 disaster occurred, and he never rallied from the shock of his brother's death.

NEW TYPE AEROPLANE.**ADAPTABLE TO PASSENGERS OR FREIGHT.**

[THROUGH REUTER'S AGENCY.]

A new aeroplane, which is likely to mark a further stage in the development of cheap aircraft, is in the course of construction by Vickers (Aviation) Limited. It is a high-wing, all-metal monoplane, which can be adapted to passengers or freight. A novel feature is that it can be fitted with one, two, or three engines, and will be equally serviceable with either a land undercarriage or float chassis.

The price is considerably lower than that usually charged for three-engined aircraft made of wood. It is contended by the constructors that high maximum and cruising speeds, combined with a rapid climb and comparatively low landing speed, make the monoplane one of the finest commercial machines in the world.

There is accommodation in the cabin for twelve passengers, and in order to convert the machine for freight carrying, special easily detachable chairs will be used. The cabin is provided with a new ventilating system, which allows for fixed windows, rendering it comparatively free from noise. Warmth will be created by exhaust or electrically heated air. Three of these machines have been ordered for West Australia, and will be shipped within the next few months.

Sports News

"POPPY DAY" IN HONG KONG.

CHARITY FOOTBALL MATCH AT HAPPY VALLEY.

GOVERNOR TO "KICK OFF."

Preparations for the Annual Poppy Day drive are now well in hand, and as in the past, the ladies of the Colony have come forward willingly to assist by selling poppies in the street on Armistice Day. This is the main source of income and it is hoped that the Hong Kong public will buy their poppies early and pay for them generously.

The Hong Kong Football Association have arranged for a football match to be played on the Hong Kong Football Club ground when the Services will meet the rest of the Colony at 4 p.m. H.E. the Governor has kindly consented to "kick off" and the entire proceeds will be devoted to the fund.

It is of course unnecessary to set forth the objects of Earl Haig's fund for ex-service men and women as it has now practically become a national institution, but it may be as well to remind those who are inclined to think that with the passing of years the need of their support is less imperative, that such is not the case. In fact, in many instances even more help is required. Many partially disabled men have found their infirmities growing worse and widows left with young children and calls on them for clothing and education ever increasing.

Work of British Legion.

Since 1921 approximately four million cases of acute distress have been temporarily alleviated, this section of the fund's work alone involving the expenditure of no less than £1,433,332 10s. 1d. Each case has been investigated on the spot by one or another of the voluntary benevolent committees of the British Legion, over 3,000 of which now operate throughout the country.

Assistance has been rendered to facilitate the resettlement in the Dominions of 8,129 men, women and children, for whom this country offered no future, save continued unemployment and hardship. Of this number 10 families (150 souls in all) have been given agricultural training before departing overseas, being entirely equipped and maintained by the British Legion during the period of training.

The British Legion possesses, in Preston Hall, what is generally considered to be one of the finest examples of sanatorium plus settlement in the country. This tuberculosis ex-service men's colony, familiarly known as the British Legion Village, comprises an up-to-date sanatorium, a training centre and a village settlement, and has a total population at the present time of 700 persons.

Over £75,000 has been expended in putting up houses in various parts of the country, which are let at moderate rentals to disabled ex-service men who are definitely unable to procure other suitable accommodation at rents within their means.

Employment.

Apart from the special efforts made by the Headquarters and Area Employment Bureaux, each one of the Legion's 3,442 branches strives to find employment or create work for unemployed ex-service men, and their combined efforts in this direction have produced eminently satisfactory results.

In the manufacture of the Poppies required for Remembrance Day (approximately 3,600,000 annually), continuous and adequately paid employment is provided throughout the year in the Legion's factories for no fewer than 330 severely disabled ex-service men. The average degree of disablement suffered by these men is 75 per cent, and the majority would be quite unemployed in the open labour market.

As will be known, St. Dunstan's no longer makes the annual Camoo Day Appeal, and in consideration of this fact, an arrangement has been made whereby St. Dunstan's receive a percentage of the sum contributed by the public in response to the Remembrance Day Appeal for Haig's Fund. Under this arrangement blinded ex-service men have, up to the present time, directly benefited £25,000.

Since 1921, the organization has secured many beneficial reforms and concessions in regard to Great War Pensions; expert advice has been given to ex-service men and their dependants in approximately 250,000 cases, and over 60,000 pensioners have been secured. In addition, many thousands of ex-service men and dependants have benefited by free legal advice and assistance.

SHANGHAI BOXING.

CREIGHTON BEAT SEARCY.

There was a very good crowd at Auditorium, Shanghai, last Saturday, to witness the return boxing between Jack Creighton and Dan Searcy.

These two old rivals met for the third time and Creighton had full revenge for the draw he received at their last meeting. In spite of the talk of Searcy getting down to 157 lb. on forfeiture of \$100 deposit, he was three lb. overweight at the weigh-in whilst Creighton was down 13 lb., his weight being 147 lb.

Creighton had quite an easy victory, says the N.C. Daily News, winning every round except the first which was even. He was much too clever and fast for Searcy who could not stem his opponent's slashing attack. Neither could he land a decent punch as Jack very cleverly slipped anything likely to be dangerous.

Rounds Described.

The first round was slow, each waiting for the other. Creighton slipped Searcy's leads and scored with three body punches. Creighton had to do the leading, Searcy just waiting to counter him. The latter opened up a bit in the third but Creighton made him miss and had the better of a nice spell of fighting. From now to the end of the fight, Searcy was on the defensive and Creighton won every round. The Briton forced the fight in the fourth and scored heavily with blows to the body and face, just missing his opponent's jaw with a great right. Searcy never landed. He was glad to use the ring but Jack gave him no peace. Creighton trapped Dan when coming off the ropes, getting home a good right to the jaw followed by several punches to the body. Creighton won the sixth canto by forcing the fight, getting in a great left to the body near the end of the round.

Searcy opened up a bit in the seventh but Creighton slowed him with good lefts to the face, drawing blood from the nose. He cleverly slipped many punches, making Searcy miss badly. Dan got home with two rights to the jaw in the eighth but Creighton covered things up with body punches which hurt. He easily won the ninth and had Searcy in a bad way with many good blows to the body and face. The last round saw Searcy trying for a k.o. but Creighton was too clever and had the better of the round with lefts to the body.

The decision, the only one possible, was received with loud applause.

HEAVY-WEIGHT BOXING.

SHARKEY CHALLENGED BY STIRLING.

[UNITED PRESS.]

Atlanta, Georgia, Oct. 29.—The Baseball Amusement Company announced here to-day that Young Stirling, known as the "Georgia Peach," the leading heavy-weight of the South, has offered Jack Sharkey \$350,000 for a bout here early next year.

LOCAL HOCKEY.

RECREIO'S TEAM FOR TO-DAY.

The following will represent Club de Recreio in their match with the K.B.S.F.P.A. 2nd XI to-day at King's Park, commencing at 5.10 p.m. sharp:—A. P. Eze da Silva, R. Roberts, D. C. Alves, H. A. Noronha, F. Barros, P. V. Ribeiro, F. J. Remedios, N. Beltrao, A. M. Xavier, H. Botelho, and J. A. Do V. Soza.

CLUB v. PUNJABIS.

The match between the H.K.H.C. and 5/16th Punjabis has been postponed from Wednesday to Friday, November 8, on Marina ground at 5.15 p.m. when the following will represent the Club:—Gregory, J. Henry, W. Woodward, E. J. Mitchell, M. H. Turner, J. Noronha, H. Owen, Hughes, G. E. R. Dwyer, R. H. Frost, G. R. More and G. P. Lamport.

SHANGHAI RACES.

NO DOUBLE FOR ANY JOCKEY.

VERY EVEN HONOURS.

The result of the second day's racing in Shanghai shows something that must be unique in the annals of racing. Not a single jockey managed to win more than one of the eleven races down to be decided. Honours were very even indeed.

Bombino (Mr. Poto Hunt) won the sub-griffin St. Leger, accounting for Fandango, who won on the first day, and who must have, therefore, been well backed to win this event.

Times are still on the slow side, and for the Champions, which is due to be run to-day, no very impressive performance is expected. Whentertoft should be favourite for this event. From the fact that he was not among the placings, yesterday, it might be safely assumed that he was rested in order that the best might be got out of him to-day. Other likely starters which might figure in the finish are Alligator and Election Eve. Busy Bee qualified on Monday, and will also be a tough handful, as he holds the record for the mile and a quarter.

The results of yesterday's races are as follows:—

1.—The Mongolian Handicap: Seven Furlongs.

Mr. C.H.E.'s Krishna (Mr. Clark) 1
Mr. Matsumoto's Matsushima (Mr. Encarnacao) 2
Messrs. Winsome and Hasty's The Capon (Mr. Hill) 3
Time: 1 min. 53 secs.

2.—The Northern Cup: Six Furlongs.

Mrs. Jack Diddell's Ontario (Mr. Matland) 1
Mr. S. A. Judah's Great Triumph (Mr. Encarnacao) 2
Mr. Eve's Election Eve (Mr. Collaco) 3
Messrs. Law and Hickling's Glen Gyle (Mr. Needa) 3
*—Deaf heat.

3.—The Racing Stakes: Nine Furlongs.

Mr. Allan's Michigan (Mr. McCann) 1
Mr. Kenjoy's Apple Leaf (Mr. Brand) 2
Mr. We Two's Young Bill (Mr. Matland) 3
Time: 2 mins. 29.4-5 secs.

4.—The Flyaway Plate: Half Mile.

Mr. C. G. Jack's Silver (Mr. Parkin) 1
Mr. Durgor's Kaloo (Mr. Pote Hunt) 2
Mr. Allan's Old Hero (Mr. McCann) 3
Time: 1 min. 01 sec.

5.—The Sub-Griffin St. Leger (Classic): 1 1/4 Miles.

Messrs. C.O.C. and W.H.'s Bombino (Mr. Pote Hunt) 1
Messrs. Fred. Siemens and Fritz Breitung's Pandango (Mr. Noodt) 2
Messrs. D. F. Landale and F. A. Pollock's Auctioneer (Mr. Clark) 3
Time: 3 mins. 59.1-5 secs.

6.—The Shanghai Stakes: 1 1/4 Miles.

Mr. Lada's Fireflash (Mr. Noodt) 1
Mr. Allan's Courage (Mr. McCann) 2
Mr. Robson's The Crafty Bird (Mr. Brand) 3
Time: 3 mins. 17.3-5 secs.

7.—The China Cup: Seven Furlongs.

Messrs. Winsome and Hasty's Silver Pheasant (Mr. Hill) 1
Mr. Elmer's Ali Baba (Mr. Noodt) 2
Mr. H. & S.'s President Johnson (Mr. Rothe) 3
Time: 1 min. 51.2-5 secs.

8.—The Siccawet Plate: 1 1/4 Miles.

Mr. Eve's Starlit Eve (Mr. Collaco) 1
Mr. Day's Wedding Eve (Mr. Dallas) 2
Mr. Lada's Firefly (Mr. Encarnacao) 3
Time: 2 mins. 45 secs.

9.—The Loong Wha Cup: Six Furlongs.

Messrs. M. and L.G.W.'s Western Park (Mr. Rothe) 1
Mr. M. M. Sokoloff's Vecherock (Mr. Parkin) 2
Mr. Day's Contract (Mr. Dallas) 3
Time: 1 min. 33 secs.

(Continued at foot of next column.)

THE ILLEGALITY OF SWEEPS.

SPECIAL SANCTION OF PARLIAMENT NECESSARY.

THE NEW VENTURE IN IRELAND.

A leading article in the Sunday Sportsman states:—

Glancing down the columns of a daily paper the other day our eye was caught by the following paragraph:—"Through the intervention of the Home Office a sweepstake on the Cambridgeshire, which was being promoted at Derby in aid of a church school building fund, has been abandoned."

Of course, the law is the law, and as all sweepstakes are lotteries and all lotteries are illegal unless specially authorised by Act of Parliament, the Home Office had no option but to interfere once the sweepstake was brought under its notice. It seems a pity, however, that we in Great Britain do not adopt the common-sense attitude of the Irish towards these matters.

In the Emerald Isle a certain number of sweepstakes are now authorized by law, and the profits are to be devoted to raising a load of debt from the shoulders of hospitals, and other useful and charitable institutions. From a friend who resides in Dublin, we hear that the initial venture on the Manchester November Handicap has been a success. So successful has it been, indeed, that it temporarily ran away with its promoters, and the situation was not relieved until two hundred additional clerks had been engaged and the Dublin Mansion House had been taken over as a branch office!

That these sweepstakes will grow in popularity we have not the slightest doubt, and the subscriptions for the "consultation" of next year's Derby will certainly top the million and may even amount to two million sterling. It seems reasonable to suppose, therefore, that within five years, or at most, ten, the Irish hospitals will not only be free of debt, but will have ample funds in hand for equipment and research. Meanwhile, our English hospitals will be staggering along their way under an ever mounting load of liabilities.

U.S. CIVIL ACADEMY.

SUGGESTION TO ELIMINATE EVILS.

[UNITED PRESS.]

Atlanta, Georgia, Oct. 27.—Dr. Will Durant, the well-known popularizer of science and history and author of best-sellers in these fields, to-day advocated the establishment of a "Civil Academy" which would rival the present Annapolis Naval Academy, and would train public civil servants as thoroughly as existing institutions train youths for the naval and military services of the country.

Such an Academy, Dr. Durant declared, would largely eliminate the evils of machine rule in American politics, and it would also, if accompanied by suitable legal safeguards and provisions for appointment, remove the menace of "spoils system" appointments by the political party in power. Efficiency in governments would be greatly increased by such a plan, Dr. Durant said.

NEW GRECO-TURKISH TREATY SIGNED.

DANGER OF CONFLICT BETWEEN STATES REMOVED.

Angora, Oct. 30.—A Greco-Turkish treaty of friendship was solemnly signed to-day by Premier Venizelos for Greece and Ismet Pasha for Turkey. Immediately afterwards the Ministers of Economics of the two countries initiated a new Commercial Treaty.

The former pact had been drafted already two months ago but in the recent conference between the two Premier's certain amendments were agreed upon including one guaranteeing the status quo of the two countries. The Press is jubilant at the conclusion of the treaty which, it is declared, finally does away with the danger of conflicts between the two states while at the same time strengthening their position in case conflict with a third Power.

10.—The Sungkang Cup: 1 1/4 Miles.

Mr. Lada's Jack of Diamonds (Mr. Encarnacao) 1
Mr. Fash's Ugly (Mr. Clark) 2
Messrs. Liddell and Furell's Harbinger (Mr. Deitz) 3
Time: 2 mins. 24.4-5 secs.

11.—The Pagoda Handicap: One Mile.

Mr. We Two's Mister Cinders (Mr. Deitz) 1
Mr. F. J. E. Willis County (Mr. Encarnacao) 2
Mrs. Wm. McEwin's Cousin (Mr. Noodt) 3
Mr. Eve's Dancing Eve (Mr. Collaco) 3
*—Deaf heat.

Time: 2 mins. 10.2-5 secs.

DRINK OR CARBON MONOXIDE?

SWINTON MOTORIST'S DEFENCE.

Doctors differed recently in a case heard at the Eccles Police Court as to the cause of the untimely death of Alfred Wyatt Smith, of Worsley Road, Swinton, a well-known golfer, to drive a motor-car on the evening of September 17. The defendant was seen driving on the wrong side in Wellington Road, Eccles, and he ran into a wall. When examined later at the Patricroft Police Station by Dr. Samson, police surgeon, he was certified to be under the influence of alcohol. Dr. Samson, in evidence, said the defendant's pulse was 131 instead of 72, and that he hesitated slightly three times in repeating the words "British Constitution."

Dr. O'Grady, of Swinton, who examined Smith several hours after Dr. Samson, said the defendant was then perfectly sober, and wrote his name and address correctly and walked straight along the edge of a carpet.

Case For the Defence.

Mr. W. Gorman, barrister for the defence, called Joseph Wilson, works manager for the Daimler Motor-car Company, who said he had examined Smith's car and found defective packing, causing a leakage of gas to the body of the car. He ran the car for a mile and the smell was pronounced.

Mr. A. Cornar Shrook, a Manchester specialist, said he was definitely of opinion that Smith had been poisoned by carbon monoxide. He had formed that opinion on the evidence he had heard that morning and from an examination of Smith on Saturday. One of the external symptoms of that poisoning was persisting cherry-red colouring of the face, lips, ears, and certain membranes, and that was still present when he examined Smith.

The Chairman (Mr. J. Peters) said the Magistrates were virtually unanimous that Mr. Smith was not fit to drive the car. He was incapable, being drunk, and would be fined £5. On the application of Superintendent Kenyon, £5 special costs were allowed, and recognisances—£100 the defendant and two securities of £50 each—fixed in the event of an appeal.



TEMPORARY REMEDIES

for dampness are never cheap. In a few years, they cost more than a really permanent and entirely satisfactory treatment with Portland Cement and 'PUDLO' Brand Waterproof.

A booklet, in English or Chinese, describing the uses of 'PUDLO' will be gladly sent on request, by the Sole Agents for HONG KONG and SOUTH CHINA:

DODWELL & Co., Ltd.
CANTON. HONG KONG. FOOSHOW.

Interested In Wireless?

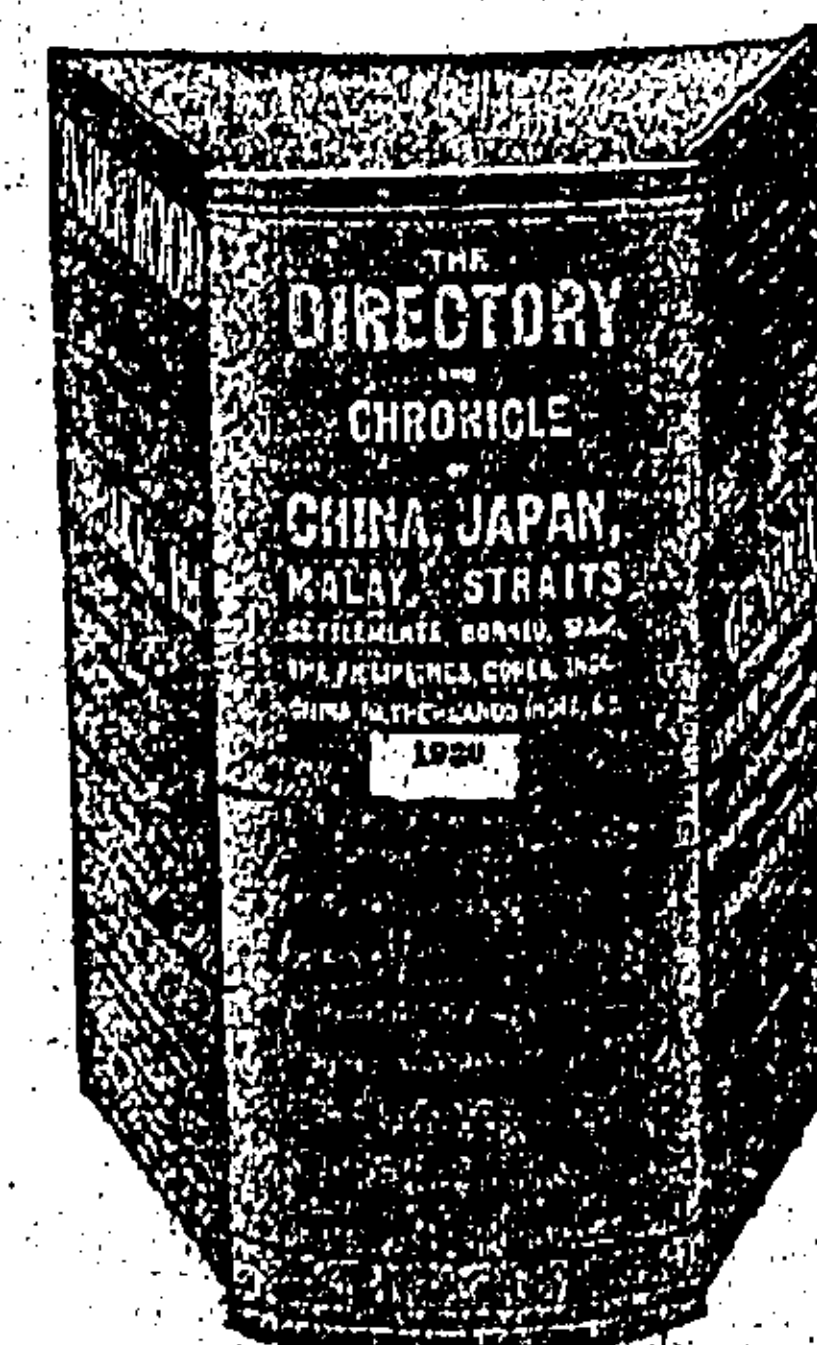
Then look for some interesting news in the "Daily Press" next Thursday.

DIRECTORY AND CHRONICLE

OF CHINA, JAPAN, MALAY, STRAITS SETTLEMENTS, BORNEO, SIAM, THE PHILIPPINES, COREA, INDO-CHINA, NETHERLANDS INDIA, &c.

INVALUABLE FOR FIRMS TRADING IN THE FAR EAST.

FIND A PLACE FOR IT ON YOUR DESK.



Published Annually since 1862.
Revised and Complete.

In which is included:—

Alphabetical List of Residents in the Far East, containing the names of over 20,000 Foreigners. Alphabetical List of Firms. The Chronicle covers the notable events together with the texts of all the most important Treaties, concluded with the countries of Eastern Asia, the various Customs, Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Tables of Money, Weights and Measures, and other commercial information.

ORDER FORM

T. HONGKONG DAILY PRESS, Ltd.,
11, ICE HOUSE STREET, HONG KONG.

DIRECTORY and CHRONICLE of China, Japan, Malay, Straits, &c.
PRICE:—\$12.00 (Large Edition); \$8.00 (Abridged Edition).

Please send us copies of the above for the current year.

NEW ADVERTISEMENTS

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th DAY of NOVEMBER, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.				
No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet. Annual Rental. Upset Price.
1	Inland Lot No. 2895.	Adj. to S. Island L.A. No. 5918.	ft. ft. ft. ft.	8 40 27.00
		As per sale plan.	About 575	

[10084]

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th DAY of NOVEMBER, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.				
No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet. Annual Rental. Upset Price.
1	Inland Lot No. 2407.	Adj. to S. Island L.A. No. 5918.	ft. ft. ft. ft.	8 40 27.00
		As per sale plan.	About 575	

[10085]

G. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th DAY of NOVEMBER, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.				
No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet. Annual Rental. Upset Price.
3	Inland Lot No. 2407.	Adj. to S. Island L.A. No. 5918.	ft. ft. ft. ft.	8 40 27.00
		As per sale plan.	About 575	

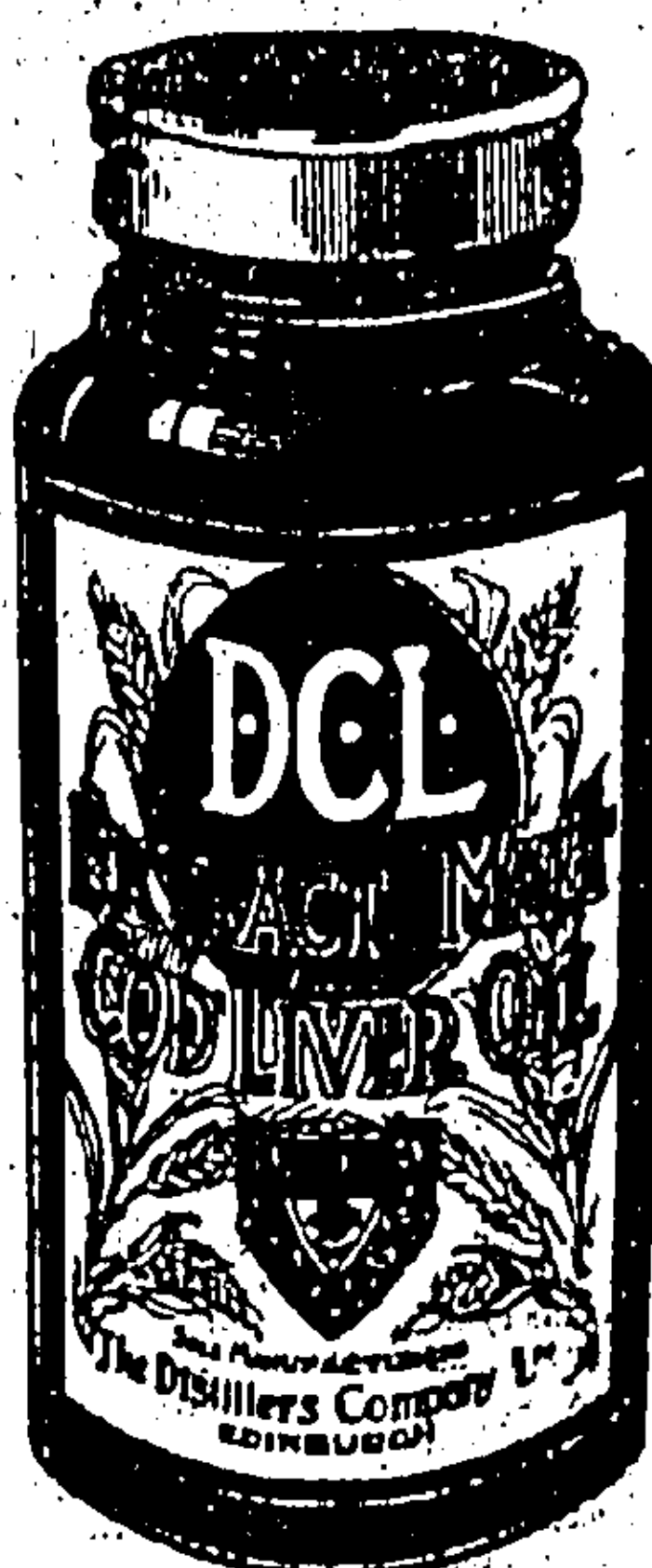
[10086]

THE KOWLOON TONG AND NEW TERRITORIES DEVELOPMENT CO., LTD.

CREDITORS OF THE COMPANY ARE HEREBY NOTIFIED to send in a STATEMENT of their Claims to the Undersecretary of the Company, at the Kowloon Tong, on or before WEDNESDAY, 12th INSTANT. It is expected that the proposed Settlement between the Company, its Creditors and the Subscribers of the Kowloon Tong Scheme will be completed at an Early Date, and failure to give Notice of Claims will exclude Creditors, other than Subscribers, from participation in the Trust Fund.

JOHN FLEMING,
Managing Director.
CHARTERED BANK BUILDING
3rd November, 1930. [10089]

FOR SALE.
VALUABLE LEASEHOLD
BUILDING SITES, 10' X 69'
(1,112 square feet) at PAK TAI STREET, MA HANG CHUNG ROAD, and
PO KONG STREET, KOWLOON
City Road.
For Particulars apply at the
TREASURY. [10091]



"D. C. L."

MALT EXTRACT

WITH

COD LIVER OIL

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS COMPANY, LTD.
EDINBURGH.

PRICE:—Per 1 lb. Jar...\$1.10
Per 2 lb. Jar...\$2.00

SOLE AGENTS:
GANDE, PRICE & CO., LTD.,
St. George's Building, Ice House Street,
DIAL 20135. HONG KONG.

"OVER THE TEA CUP"

A pair of provocative eyes—the fascinating eyes of Lipton's tea—and fleeting thoughts of the land whence comes this superb product—Lipton's, the Finest Tea in the World!

LIPTON'S TEA
By Appointment to His Majesty the King George V.
MAESTRO TO HIS MAJESTY THE KING

新湯之日盤銘又日苟新日

The inscription on TANG'S bath was "DAY BY DAY RENEW THYSELF"

Repair the daily wastage caused by work and worry. Renew yourself from day to day with HORLICK'S MALTED MILK.

Because of its perfectly balanced food values and its easy assimilation, HORLICK'S MALTED MILK is an ideal body builder for young and old. It refreshes, nourishes and sustains.

HORLICK'S THE ORIGINAL MALTED MILK
IN 4 SIZES
TEA-CHAMBERS & CO.

Representative—Mr. H. M. HODGES, P.O. Box 1371, Shanghai.

EMPIRE CONFERENCE

INTER-IMPERIAL RELATIONS.

(THROUGH BUTTER'S AGENCY.)

London, Nov. 3.
The heads of the delegations to the Imperial Conference at 10, Downing Street, this morning, began the final consideration of questions concerned with the constitutional aspect of inter-imperial relations.

It is learned in well-informed circles that the meeting disposed of questions of a Commonwealth Tribunal by means of communication and consultation between His Majesty's Governments and on foreign affairs and channels of communication between the Dominions and foreign Governments.

It was agreed that the Empire Tribunal should be non-permanent and consist of five members, all belonging to the Commonwealth, each party to the dispute to appoint two members, one of whom must be held or held high judicial office or be a distinguished jurist. These four members must appoint a fifth as chairman. Two parties may agree to appoint assessors with special knowledge. They disputed the question of whether a tribunal can sit anywhere. By mutual agreement the proceedings will be in the nature of voluntary arbitration. The competency of the Court will be confined to inter-Governmental and justiciable disputes.

It is pointed out that agreement is subject to confirmation by the plenary conference.

(BRITISH WIRELESS SERVICE.)

Rome, Nov. 3.
The final consideration of constitutional aspects on inter-imperial relations was begun at a meeting of the heads of the delegation to the Imperial Conference this morning, and resumed this afternoon.

The work will be continued tomorrow.

The Prime Minister of Canada, Mr. Bennett, presided at this afternoon's meeting, at which progress was reported by Lord Sankey's Committee, to which the Conference had referred certain specific questions for detailed consideration.

The Sankey Committee were engaged this morning in the examination of the provisions proposed to be inserted in the legislation to be introduced in the Parliament of the United Kingdom, to give effect to the recommendations contained in the report of last year's Conference on the operation of Dominion Legislation.

The Committee will meet again tomorrow.

No Decisions Taken.

No decisions have, of course, been taken, but it is understood that the trend of the discussion favours the proposal of a Commonwealth Tribunal, before which any inter-Dominion issue may voluntarily be taken for arbitration. The competency of the Court would be confined to disputes between the Governments in the Commonwealth.

The general idea at present is that the Tribunal should consist of five members, that each party should appoint one jurist and one non-jurist, these four agreeing on a fifth member, who would preside. He would necessarily be a member of the British Empire. The parties might also agree to assessors with special knowledge of the subject under dispute. The desirability of some such Empire Tribunal became obvious when the British Government and the Dominions Governments signed the optional clause and when all, with the exception of the Irish Free States, entered a reservation in regard to the dispute between the Government members of the Commonwealth.

Degree of Consultation.

The methods whereby the degree of consultation between the Dominions may be strengthened has also been considered in the light of recent experience, and it is felt that value would attach to a free exchange of views and impressions of general current international questions. This tendency might be stimulated by a measure of personal contact and the presence in London of an Australian liaison officer and the presence of the United Kingdom officer in Ottawa, and South Africa, indicative of the progress which it considered might advantageously be developed between the Dominions in the manner which each could choose for itself. The information thus circulated need not necessarily be confined to foreign affairs.

As to the question of Dominions Communication with foreign countries when the question of emergency arises, it will be permissible for a Dominion Government to communicate directly with British representatives accredited to make arrangements through the Dominions' foreign commercial and various other matters which affect expressly the Dominions and the foreign Powers concerned.

Resolution on Inter-Imperial Trade.

Representatives of the Federation of Chambers of Commerce of the British Empire were today received informally by members of the delegations attending the Imperial Conference for the purpose of elaborating resolutions on inter-imperial trade, which were passed by Congress last May.

Sir Shirley Denn expressed the Federation's view that the establishment of an Imperial General Economic Staff was essential and said that the Federation would like to see agreement reached between eight governments that economic action would not be taken without the General Economic Staff being consulted. Sir Shirley Denn laid particular emphasis upon the need for agreements between His Majesty's Governments assembled in the present Conference as to the use which they would take of the sub-bureau rather than upon the constitution of the bureau itself.

PASSENGERS

Departures.

The following passengers left yesterday by the a.s. President Cleveland:—Mrs. A. C. Burke, Miss H. Burke, Mr. F. V. Chamberlain, Mr. H. C. Evans, Lieut. Comdr. J. A. Fields (M.C.), U.S.N., Mrs. J. A. Fields, Mrs. R. P. Flood, Right Rev. E. Galvin, Rev. E. Lane, Mr. G. Toyandras, Mr. Kwong Chuan Song, Mr. Yu Song Eng, Mr. M. Hananaka, Mr. T. Mukae, Mr. and Mrs. I. Umazawa, Master Koji Umazawa, Mr. T. G. Davis, Mr. S. da Silva, Mr. D. D. MacGregor, Mr. A. F. Bauman, Mr. A. L. Amman, Mr. and Mrs. E. H. Connor, Miss E. Connor, Mr. Garat Garrett, Lieut. H. L. Irwin, U.S.N., Mrs. H. L. Irwin, Mr. M. G. Miller, Mr. Kong, Ta Sew, Mr. Young Pak Nam, Mrs. Fred K. Houston, Mr. Lim Tat Lim, Mr. and Mrs. Charles Neame, Mr. Frank Chamberlain, Mr. H. W. Hubbard, Mr. E. W. Diamond, Mr. Joe Hock Chun, Mr. Mok Ngong, Mr. F. C. Rodriguez, Mr. and Mrs. Walter Z. Smith, Mrs. J. R. Shearer, Comdr. R. G. Thomas, U.S.N., Major G. W. Van Hoose, Mr. A. W. Andrews, Mr. D. W. Godfrey, Mr. and Mrs. H. M. Warhase, Mrs. Denn C. Worcester, Mr. and Mrs. K. P. Lai, Mr. Lee Kee Cheung, Mr. L. H. Burke, Mr. and Mrs. Kuo Tze York, Mr. T. H. Chuck, Mr. Lawrence Woo, Mr. Wong Hong Chong, Mr. R. W. Ditch, Miss J. Gardner, Mrs. A. L. Barreba, Miss Harbren, Mr. B. W. Dun, Mr. H. Y. Peng, Mr. M. F. Ting, Mr. Hogg, Mrs. Chas. Gee, Mr. and Mrs. Kwa Eng Lee, Mr. and Mrs. H. A. Justice, Mr. H. R. Welle, Mr. and Mrs. Bamon C. Cinco, Mr. D. Vaising, Miss M. P. Lang, Miss S. C. Lang, Dr. F. T. Cheng, Mr. B. J. Eiswaldt, Mr. P. Wong, and Mr. C. Ten.

The following passengers left yesterday by the R.M.S. Empress of Russia:—Mr. A. Loper, Mr. and Mrs. Villa-Réal, Miss P. Villa-Réal, Mr. and Mrs. C. P. White, Mr. Law Hong, Mr. Chiu Tai Cho, Mrs. Chan Lung, Mrs. Fung Shi, Miss Chiu Ping (4), Miss Chiu Kan (3), Mr. Chan Ching, Mrs. Lee Shi, Miss L. Aquiriz, Mr. E. Santos, Mr. B. Nerve, Mr. Yee Ping, Mr. Shan Chung, Mr. Sham How, Master Sai (9), Miss B. Donahue, Mr. Wong Tie Yong, Mr. Lai Wing, Mr. Tang Lung, Mr. Ng Shi Tin, Mrs. Lo Shee, Master Eng Yok Poy, Miss Eng Shang Qua (4), Mr. Lo Wing Kwong, Mr. Sham Wah, Mrs. Lim Shee, Master Si Ho Fai (10), Mr. Jung Sung Yuk, Mr. Ti Ko Hue (8), Mr. C. Chuan, Mr. Kho Pai Hong, and Mr. Jinnal Keomal.

SHIPS IN HARBOUR

The following merchant ships were in harbour yesterday:—
Wharves:—Kowloon: President Madison, Empress of Russia, Yuen Sang, A.P.C.—Taikokai: Utrecht, A.P.C.—North Point: Symetra, Douglas Lapraik: Haiching.
Docks:—Kowloon: Kurimaru, Kwong Sang, Cheong Shing, Tai-koo: Paul Beau, Charles Hardouin, Tung On, Clara Jensen; Kowloon Bay:—
Buoys:—A1 Japanese Prince, A2 Aller, A3 Tyndarus, A4 Omblin, A5 Proteus, A6 Malaya, B7 Tjarsroen, A8 Lematang, B9 Seistan, A10 Kveiyang, B12 Sunning, B13 Taiyuan, C14 Song Bo, C15 Kaying, C17 Yuan Lee, C10 Tai Poo Sek, B24 Cremer, A28 Halvard, B32 Rooshing, C35 An Lee, B36 Dubat, B38 Shan Lee, C39 Rulchow, C42 Helikon, C43 New Mahilde, C44 Hirundo, C46 Gustav Di Gerichsen, C48 Hakko Maru, C49 Tetsuzan Maru.

ADVERTISEMENTS.

CREDIT FONCIER D'EXTREME-ORIENT.
MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"
Six-roomed & Five-roomed Apartments.
PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas
Modern Construction with Garage.
"CAMBAY BUILDINGS"
Flats with Modern Conveniences.

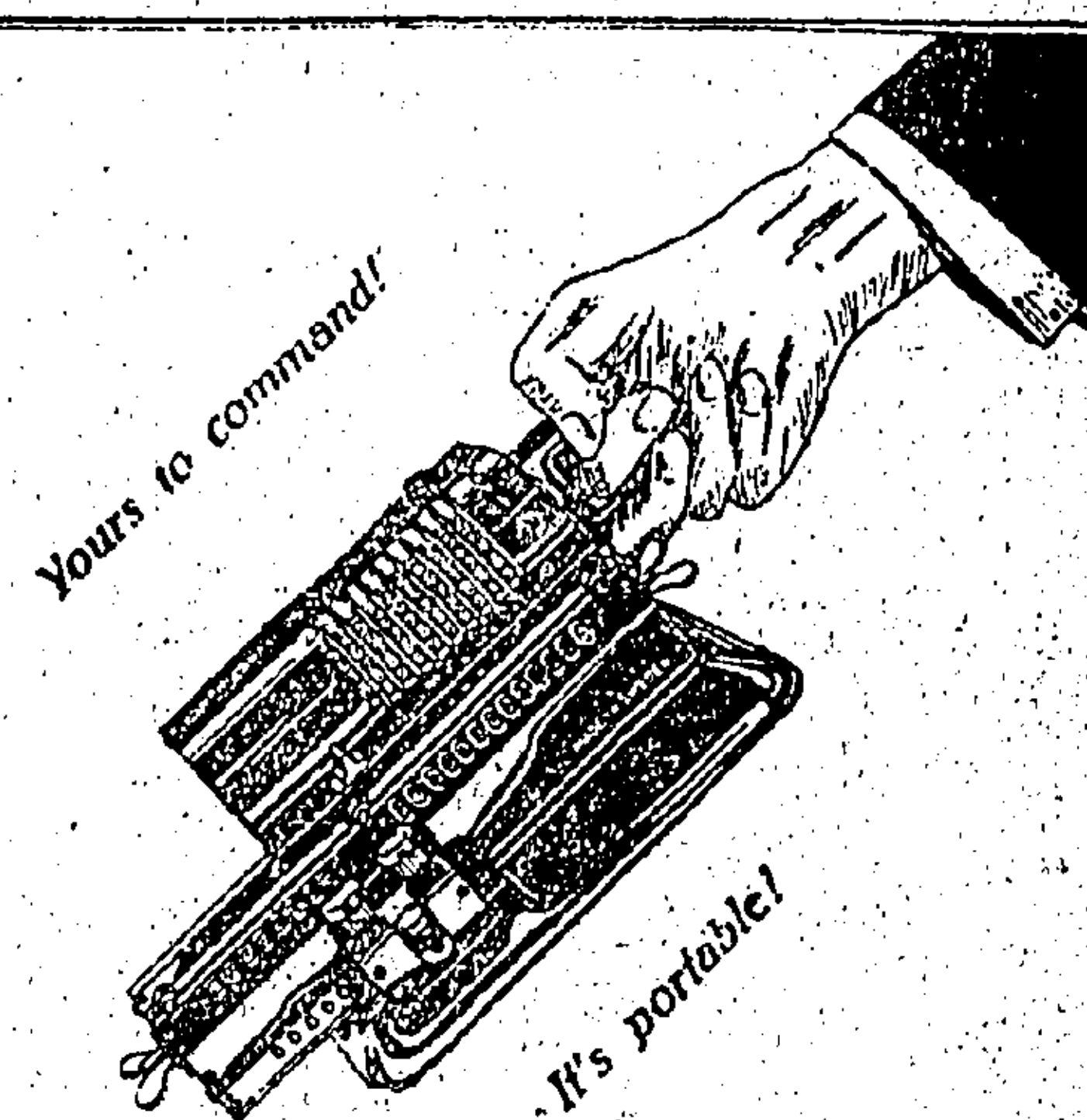


A GROWING WORLD PORT

WITH twenty-seven square miles of land-locked harbour, thirteen miles of developed waterfront and two great transcontinental railways at your service, the Port of Vancouver offers you unequalled shipping facilities. "Via Vancouver" is the shortest route through any developed seaport from the Far East to Canadian and American market centres.

This means a saving of time in transit, with consequent reduced interest and insurance charges. It means giving your consignees quicker, more efficient service. Vancouver is a growing world port which last year handled 9,559,889 tons of cargo. In some commodities tonnage has increased 100% in the past six years. The obvious reasons back of this growth are the saving in freight charges and the speedier transportation of merchandise. Ship to Canadian and American markets via the Port of Vancouver.

PORT OF VANCOUVER
VANCOUVER HARBOUR COMMISSIONERS
Vancouver, British Columbia Canada



The **ORIGINAL ODHNER**
"The machine to count on"
DODWELL & CO., LTD.
Queen's Building

HONGKONG SMOKELESS EGGS COAL

FOR HOUSEHOLD USE.

KEEP THE HOUSE CLEAN AND NEAT!
NOTE CHEAP PRICES!

In lots of not less than half-ton; delivered to:—
Peak District (above Bowen Road) ... Per Ton. \$23.00
Bowen Road and Lower Levels ... \$21.00
Pokfulam Road ... \$23.00
Kowloon ... \$19.00

Orders should be sent in writing, not by Telephone, at least 24 hours before the coal is required, and orders must be accompanied by cash, cheque, or comparable order payable to SZE WAI & CO.

Please apply for prices of other descriptions of coal for bunker, factory, and other purposes.
TELEPHONE No. 25009.
SZE WAI & CO.
43, BONHAM STREET, WEST HONG KONG.
CANTON BRANCH: 438, WAT LEE, LOR YU, 87, 100, CANTON PHOENIX 13850.

Money and Markets

IMPORTS—PRICES CURRENT.

The reports and prices are published as supplied by importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Market very dull. Practically nothing doing.

Imports	Prices
Steel Nail Rods	per picul \$5.85
Bars (round 1 to 1 1/2)	5.10
" Angles	5.10
" Plates	5.00
" Sheets (4' x 8' 7/8)	5.00
" Pipes	5.00
Small round rods	5.00
Hoops, black steel	5.00
galvanized	5.00
Black Tubes 1 1/2"	Discount 7 1/2 c. & f.
Galv. Tubes 1 1/2"	0 3/4
Wire Nails, 1 1/2"	per picul \$0.30
Galvanized corrugated sheet	14.40
24/26" per 100 lbs.	24.90-25
Galvanized flat sheets, 1 1/2"	
1/8" per 100 lbs.	26.00-26.50
Galvanized 3/8" x 4" x 1/4"	31.75
Galv. wire, 16/22	per picul 14.40
Lead	British.
B.M. Spot	per picul 10.50
To arrive	15.40
Australian—B.H.F.	
Spot	17.00
To arrive	10.00

THE PRICES—

English I.C.W., 20' x 14"	per box 13.9
100 lbs. Spot	13.9
English I.C.W., 18' x 14"	15.0
110 lbs. Spot	15.0
English I.C.W., To arrive	15.0
American I.C.W., (Spot) 20' x 14"	15.0
100 lbs., 112 sheets per box—No stock	
American I.C.W., To arrive 20' x 14"	17.00
100 lbs., 112 sheets per box	17.00

Petroleum Products.

White Rose Brand	per case \$0.08
Coast Brand	6.43
Coast	6.43
Eagle Brand	2 time 6.10
bulk 5.50	
Socony Motor Gasoline	case 10.35
Standard Light	6.40
Crown Brand	68 lbs. 2 time 6.10
8 l. galls. 68 lbs. bulk 6.10	
Cross Brand	71 lbs. 2 time 5.94
8 l. galls. 71 lbs. bulk 5.94	
Lamp Glass	2 time 5.98
Shell Motor Spirit	case 10.35
" "	2 time 10.10
" "	bulk 9.63
Scale	gallon (ex pump) 1.15
" "	case 6.40
Tin Foo	case 6.20
Texaco Motor Spirit	10.35
" "	per gal. ex pump 1.15

Flour.

MARKET—Very dull and prices are dropping gradually.	
QUOTATIONS	
American Patent	per sack \$4.45-4.70
Straight	3.05-3.50
Cut off	3.10-3.60
Australian No. 1	3.40-3.80
Canadian Cut off	3.15-3.45
Straight	2.10-3.20
Mixture	3.00
2nd Clear	2.90

Stocks.

American	350,000 bags
Australian	100,000
Australian	20,000

Sundries.

Window Glass—	
1/16" thick (18 in.)	per box \$0.90
1/8"	16.75

China, India and Straits Produce.

Java Rough White	per picul \$7.06-7.28
(Reported sales 12,510 piculs. Spot.)	
Java Rough White	per picul \$6.83-7.16
(Reported sales 25,675 piculs. Out. Nov., Dec., Jan., Mar. Ship from Java.)	
Java Rough White	per picul \$7.05-7.25
(Reported sales 7,078 piculs. To arrive ex. named steamer.)	
Java Fine White	per picul \$7.28
(Reported sales 3,000 piculs. Spot.)	
Java Rough Brown	per picul \$6.08-6.23
(Reported sales 4,125 piculs. Spot.)	
Java Rough Brown	per picul \$6.28-6.33
(Reported sales 50,100 piculs. Nov., Dec., Jan., Feb., Mar. Ship from Java.)	
Java Rough Brown	per picul \$6.19-6.30
(Reported sales 31,648 piculs. To arrive ex. named steamer.)	
Java Molasses	per picul \$5.09-5.05
(Reported sales 5,916 piculs. Spot.)	

EXCHANGE RATES.

BRITISH WIRELESS SERVICE.	
Rugby, Nov. 3	123.785
Paris	34.455
Brussels	34.845
Geneva	25.03
Amsterdam	12.002
Milan	92.705
Berlin	18.105
Stockholm	18.10
Copenhagen	18.10
Oslo	34.455
Vienna	163
Helsingfors	103
Madrid	43.45
Lisbon	108.25
Athens	370
Bucharest	918
Rio	4 1/8 1/16
Buenos Aires	38 1/2
Montevideo	40
1/5 27/32	
1/4	
1/2	
1/3	
1/4	
1/5	
1/6	
1/7	
1/8	
1/9	
1/10	
1/11	
1/12	
1/13	
1/14	
1/15	
1/16	
1/17	
1/18	
1/19	
1/20	
1/21	
1/22	
1/23	
1/24	
1/25	
1/26	
1/27	
1/28	
1/29	
1/30	

CANTON TRADE NOTES.

The oil market is normal. Latest quotations are:—Groundnut oil \$8.55 per picul, wood-tar oil \$12.40, tea-seed oil \$9.90 and bean oil \$8.10.

There have been large arrivals of foreign woollens and cotton piece goods. During last month, some 21,500 yards of woollens, and 112,709 rolls of cotton cloth were imported.

In spite of the steps taken by local match manufacturers, considerable quantities of Swedish matches have been imported lately. These matches have found a ready market in the country districts.

The cotton yarn market is inactive as there is only limited demand by merchants in the West River districts. Quotations have, however, remained firm as arrivals are short. According to a Shanghai telegram, the market there is normal.

There has been no enquiry for wolfram by foreign merchants lately, and the price has dropped by several dollars, the current quotation being about H.K. \$48 per picul. In view of the low price, merchant are reluctant to sell, and over 200 tons are being overstocked.

Local soap manufacturers are doing quite well this year. Besides meeting the needs of the population in the city, large quantities are exported to the country districts. Some of the factories have begun to manufacture toilet soaps of superior quality to meet the market demand.

There has been a brisk demand for cement produced by the Government Cement Factory at Honnam Island. The factory produces only some 500 bags daily and this amount is far from sufficient to meet the demand of constructors. Measures have been taken by the factory to augment the production.

DOUBLING TRADE OF CHICAGO.

MAYOR THOMPSON WORKING ON SECRET SCHEME.

[UNITED PRESS.]

Chicago, October 30. — Mayor William Hale ("Big Bill") Thompson of Chicago to-day telegraphed to Mayor George Baker of Portland, Oregon, saying that he has devised a method whereby Chicago's business can be doubled within 90 days.

He said that he intends to reveal his get-rich-quick scheme to prominent Chicago businessmen on November 6. Meanwhile, he is "completing the details."

Mayor Thompson's past record has not been one to inspire general confidence in his business acumen, as it was during his regime that the city virtually went "bankrupt" and required the aid of a Citizens' Committee in order to meet the payroll of such necessary employees as firemen and street cleaners.

He won international fame some years ago by broadcasting anti-British announcements and declaring that he was "keeping King George out of Chicago."

EXCHANGE.

CLOSING QUOTATIONS.

November 4, 1930.

ON LONDON:—

Telegraphic Transfer—1/34

Bank Bills, on demand 1/34

Bank Bills, 4 months' 1/33

Credit, 4 months' 1/33

Credit, 8 months' 1/33 1/16

Documents, 4 months' 1/4 1/16

ON PARIS:—

Bank Bills, on demand 800

Credit, 4 months' 810

ON NEW YORK:—

Bank Bills, on demand 31 1/2

Credit, 60 days' 31 1/2

ON BOMBAY:—

Telegraphic Transfer

Bank, on demand 87

ON CALCUTTA:—

Telegraphic Transfer

Bank, on demand 87

ON SHANGHAI:—

Bank, on demand 80 1/2

ON YOKOHAMA:—

Bank, on demand 83 1/2

ON MANILA:—On demand 63 1/2

ON SINGAPORE:—

On demand 55 1/2

ON BATAVIA:—On demand 75

ON HONGKONG:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ON BANGKOK:—

On demand 80 1/2

ON SOERABAYA:—On demand 80 1/2

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Van Buren, Dollar, Nov. 16.
Pres. Garfield, Dollar, Nov. 30.

AMOV

Taiyuan, B. & S., Nov. 6.
Hingyang, Douglas, Nov. 7.
Tianlak, J.C.J.L., Nov. 7.
Anhui, B. & S., Nov. 11.
Tahna, B.I., Nov. 9, daylight.
Hingyang, Douglas, Nov. 11.
Tahna, B. & S., Nov. 12.
Takada, B.I., Nov. 13.
Kwangtung, B. & S., Nov. 16.
Kumsang, Jardine's, Nov. 19.
Kumsang, Jardine's, Nov. 28.
Sirdhana, B.I., Nov. 27.
Namsang, Jardine's, Dec. 7.

ANTWERP

Fushimi Maru, N.Y.K., Nov. 15.
Karmala, P. & O., Nov. 22.
Danmark, Manners, Nov. 27.
Hakozaki Maru, N.Y.K., Nov. 29.
Canton, Gilman's, Dec. 1.

AUSTRALIAN PORTS

Kitano Maru, N.Y.K., Nov. 18.
Taiping, B. & S., Nov. 21.
Tanda, E. & A., Dec. 5.

BALTIC PORTS

Danmark, Manners, Nov. 27.

BALTIMORE

Phonius, B.F., Nov. 11.
Tweedbank, Bank, Dec. 12.

BANGKOK

Hirundo, Thoresen, Nov. 9.
Kweiyang, B. & S., Nov. 9.
Kanying, B. & S., Nov. 10.

BARCELONA

Kulmerland, Jensen, Nov. 8.
Nagpore, P. & O., Nov. 15.

BELAWAN-DELI

Cremor, J.C.J.L., Nov. 6.

BOMBAY

Hilda, Dodwell's, Nov. 8.
Macedonia, P. & O., Nov. 8.
Kiddapore, P. & O., Nov. 11.
Iyo Maru, N.Y.K., Nov. 12.
Cracovia, Dodwell's, Nov. 20.
Calcutta Maru, N.Y.K., Nov. 27.
Rawalpindi, P. & O., Dec. 6.
Alipore, P. & O., Dec. 9.
Col. di Lana, Dodwell's, Dec. 9.

BOSTON

Tsuyama Maru, N.Y.K., Nov. 8.
Phonius, B.F., Nov. 11.
Pres. Van Buren, Dollar, Nov. 16.
Tai Ping Yang, Dodwell's, Nov. 17.
Asuka Maru, N.Y.K., Nov. 23.
Pres. Garfield, Dollar, Nov. 30.
Japanese Prince, Furness, Dec. 2.
Tweedbank, Bank, Dec. 12.

BREMER

Coblenz, Melchers, Nov. 15.
Alster, Melchers, Nov. 29.

BRINDISI

Hilda, Dodwell's, Nov. 8.
Cracovia, Dodwell's, Nov. 20.
Col. di Lana, Dodwell's, Dec. 9.

CALCUTTA

Kutsang, Jardine's, Nov. 7.
Nagato Maru, N.Y.K., Nov. 9.
Bengal Maru, N.Y.K., Nov. 15.
Hingyang, Jardine's, Nov. 15.
Tahna, B.I., Nov. 16.
Tahna, B.I., Nov. 20.
Fengang Maru, N.Y.K., Nov. 30.
Tahna, B.I., Nov. 30.
Hakozaki Maru, N.Y.K., Dec. 8.
Kumsang, Jardine's, Dec. 8.

CASABLANCA

Perseus, B.F., Nov. 11.

CEBU

Phonius, B.F., Nov. 11.

CHEFOO

Hingyang, B. & S., Nov. 7.
Kueichow, B. & S., Nov. 21.

COLOMBO

Hilda, Dodwell's, Nov. 8.
Macedonia, P. & O., Nov. 8.
Chenonceaux, M.M., Nov. 11.
Glenluce, Jardine's, Nov. 11.
Kiddapore, P. & O., Nov. 11.
Iyo Maru, N.Y.K., Nov. 12.
Toyooka Maru, N.Y.K., Nov. 13.
Fushimi Maru, N.Y.K., Nov. 15.
Nagpore, P. & O., Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Cracovia, Dodwell's, Nov. 20.
Karmala, P. & O., Nov. 22.
Athos II, M.M., Nov. 23.
Hector, B.F., Nov. 29.

COPENHAGEN

Danmark, Manners, Nov. 27.

DALNY

Kanchow, B. & S., Nov. 11.
Luchow, B. & S., Nov. 17.
Aeneas, B.F., Nov. 19.

DUTCH PORTS

City of Herford, Bank, Nov. 5.
Kulmerland, Jensen, Nov. 8.
Glenluce, Jardine's, Nov. 11.
Perseus, B.F., Nov. 11.
Coblenz, Melchers, Nov. 15.
Fushimi Maru, N.Y.K., Nov. 15.
Nagpore, P. & O., Nov. 15.
Teiresias, B.F., Nov. 15.
Karmala, P. & O., Nov. 22.
Oldenburg, Jensen, Nov. 22.
Hector, B.F., Nov. 29.
Danmark, Manners, Nov. 27.
Alster, Melchers, Nov. 29.

HAKOZAKI

Hakozaki Maru, N.Y.K., Nov. 29.

HONG KONG

City of Roubaix, Bank, Dec. 5.
Burgeland, Jensen, Dec. 6.

FOOHOOW

Cheongshing, Jardine's, Nov. 7.
Hingyang, Douglas, Nov. 7.
Kueichow, B. & S., Nov. 7.
Hingyang, Douglas, Nov. 11.
Yusang, Jardine's, Nov. 14.
Kueichow, B. & S., Nov. 21.
Chipshing, Jardine's, Nov. 23.

GENOA

Hilda, Dodwell's, Nov. 8.
Kulmerland, Jensen, Nov. 8.
Toyooka Maru, N.Y.K., Nov. 13.
Coblenz, Melchers, Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Cracovia, Dodwell's, Nov. 20.
Tantulus, B.F., Nov. 20.
Oldenburg, Jensen, Nov. 22.
Pres. Garfield, Dollar, Nov. 30.
Burgeland, Jensen, Dec. 6.
Col. di Lana, Dodwell's, Dec. 9.

GLASGOW

Tantulus, B.F., Nov. 20.
Hector, B.F., Nov. 29.
Demodocus, B.F., Dec. 4.

HAIPHONG AND HOIHOW

Nanchang, B. & S., Nov. 11.

HAMBURG

City of Herford, Bank, Nov. 5.
Kulmerland, Jensen, Nov. 8.
Glenluce, Jardine's, Nov. 11.
Perseus, B.F., Nov. 11.
Coblenz, Melchers, Nov. 15.
Nagpore, P. & O., Nov. 15.
Teiresias, B.F., Nov. 15.
Karmala, P. & O., Nov. 22.
Oldenburg, Jensen, Nov. 22.
Danmark, Manners, Nov. 27.
Alster, Melchers, Nov. 29.
Canton, Gilman's, Dec. 1.
Anchises, B.F., Dec. 2.
City of Roubaix, Bank, Dec. 5.
Burgeland, Jensen, Dec. 6.

HAYRE

Tantulus, B.F., Nov. 20.
Demodocus, B.F., Dec. 4.

HONOLULU

Asuka Maru, N.Y.K., Nov. 20.
Bokuyo Maru, N.Y.K., Nov. 20.

ILOILO

Phonius, B.F., Nov. 11.

JAPAN PORTS

Alipore, P. & O., Nov. 5, noon.
Kamakura Maru, N.Y.K., Nov. 7.
Morioka Maru, N.Y.K., Nov. 7.
Rawalpindi, P. & O., Nov. 7, noon.
Tsuyama Maru, N.Y.K., Nov. 8.
Tyndareus, B.F., Nov. 8.
Achilles, B.F., Nov. 9.
Cracovia, Dodwell's, Nov. 9.
Elpenor, B.F., Nov. 9.
Kamakura Maru, N.Y.K., Nov. 9.
Tahna, B.I., Nov. 9, daylight.
Burgeland, Jensen, Nov. 10.
D'Artagnan, B.M., Nov. 11.
Tanda, E. & A., Nov. 11.
Emp. of Russia, C.P.S., Nov. 12.
Takada, B.I., Nov. 13.
Haruna Maru, N.Y.K., Nov. 14.
City of Shanghai, Bank, Nov. 16.
Tai Ping Yang, Dodwell's, Nov. 17.
Atsuta Maru, N.Y.K., Nov. 17.
Kumsang, Jardine's, Nov. 19.
Malacca Maru, N.Y.K., Nov. 19.
Nagato Maru, N.Y.K., Nov. 19.
Annam Maru, N.Y.K., Nov. 20.
Bokuyo Maru, N.Y.K., Nov. 20.
Tokushima Maru, N.Y.K., Nov. 20.
Glenluce, Jardine's, Nov. 21.
Jeypore, P. & O., Nov. 22.
Kalyan, P. & O., Nov. 22.
Antiochus, B.F., Nov. 24.
Angers, M.M., Nov. 25.
Asuka Maru, N.Y.K., Nov. 25.
Hingyang, Jardine's, Nov. 25.
Vogtlund, Jensen, Nov. 26.
Emp. of Japan, C.P.S., Nov. 27.
Teiresias, B.F., Nov. 27.
Sirdhana, B.I., Nov. 27.
Murotan Maru, N.Y.K., Nov. 28.
Mentor, B.F., Nov. 29.
Athos II, M.M., Nov. 29.
Mongoli, Dodwell's, Nov. 30.
Hikawa Maru, N.Y.K., Dec. 3.
Gango, Dodwell's, Dec. 4.
Ranchi, P. & O., Dec. 5.
Boehum, Jensen, Dec. 6.
Philoctetes, B.F., Dec. 7.
Namsang, Jardine's, Dec. 7.
Sphinx, M.M., Dec. 8.
Emp. of Asia, C.P.S., Dec. 10.

KALAMATA

Tantulus, B.F., Nov. 20.

KANTON

City of Herford, Bank, Nov. 5.

KARACHI

City of Herford, Bank, Nov. 5.

KATMANDU

City of Herford, Bank, Nov. 5.

KOLKATA

City of Herford, Bank, Nov. 5.

KUALA LUMPUR

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

KUPANG

City of Herford, Bank, Nov. 5.

MANILA

Pres. Pierce, Dollar, Nov. 8.
Phonius, B.F., Nov. 11.
Tibbadak, J.C.J.L., Nov. 11.
Coblenz, Melchers, Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Kitano Maru, N.Y.K., Nov. 18.
Pres. Jackson, A.M.L., Nov. 18.
Emp. of Japan, C.P.S., Nov. 19.
Taiping, B. & S., Nov. 21.
Pres. Taft, Dollar, Nov. 22.
Tjisondari, J.C.J.L., Nov. 25.
Pres. Garfield, Dollar, Nov. 30.
Emp. of Asia, C.P.S., Dec. 2.
Demodocus, B.F., Dec. 4.
Tanda, E. & A., Dec. 5.

MARSEILLES

Kulmerland, Jensen, Nov. 8.
Macedonia, P. & O., Nov. 8.
Chenonceaux, M.M., Nov. 11.
Perseus, B.F., Nov. 11.
Toyooka Maru, N.Y.K., Nov. 12.
Fushimi Maru, N.Y.K., Nov. 15.
Nagpore, P. & O., Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Karmala, P. & O., Nov. 22.
Athos II, M.M., Nov. 23.
Hector, B.F., Nov. 29.
Danmark, Manners, Nov. 27.
Alster, Melchers, Nov. 29.
Hakozaki Maru, N.Y.K., Nov. 29.
Pres. Garfield, Dollar, Nov. 30.
Anchises, B.F., Dec. 2.
Rawalpindi, P. & O., Dec. 6.
D'Artagnan, M.M., Dec. 9.

NAPLES

Fushimi Maru, N.Y.K., Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Hakozaki Maru, N.Y.K., Nov. 20.
Pres. Garfield, Dollar, Nov. 30.
Japanese Prince, Furness, Dec. 2.
Tweedbank, Bank, Dec. 12.

NEW YORK, BOSTON, etc.

Tsuyama Maru, N.Y.K., Nov. 8.
Phonius, B.F., Nov. 11.
Pres. Van Buren, Dollar, Nov. 16.
Tai Ping Yang, Dodwell's, Nov. 17.
Asuka Maru, N.Y.K., Nov. 23.
Pres. Garfield, Dollar, Nov. 30.
Japanese Prince, Furness, Dec. 2.
Tweedbank, Bank, Dec. 12.

NEWORLEANS

Kanchow, B. & S., Nov. 11.
Luchow, B. & S., Nov. 17.

NORTH CHINA PORTS

Tsuyama Maru, N.Y.K., Nov. 8.
Aeneas, B.F., Nov. 11.
Fushimi Maru, N.Y.K., Nov. 15.
Kueichow, B. & S., Nov. 17.
Kanying, B. & S., Nov. 10.
Pres. Van Buren, Dollar, Nov. 16.
Wakasa Maru, N.Y.K., Nov. 19.
Cracovia, Dodwell's, Nov. 20.
Tantulus, B.F., Nov. 20.
Karmala, P. & O., Nov. 22.
Athos II, M.M., Nov. 23.
Hector, B.F., Nov. 29.
Tahna, B.I., Nov. 29.
Calcutta Maru, N.Y.K., Nov. 27.
Alster, Melchers, Nov. 29.
Hakozaki Maru, N.Y.K., Nov. 29.
Nagato Maru, N.Y.K., Nov. 30.
Pres. Garfield, Dollar, Nov. 30.
Anchises, B.F., Dec. 2.
Demodocus, B.F., Dec. 4.
Takada, B.I., Dec. 4.
Hakadatu Maru, N.Y.K., Dec. 8.
Kumsang, Jardine's, Dec. 8.
Alipore, B. & O., Dec. 9.
Col. di Lana, Dodwell's, Dec. 9.
D'Artagnan, M.M., Dec. 9.

PANAMA

Tsuyama Maru, N.Y.K., Nov. 8.

PENANG

Cremor, J.C.J.L., Nov. 6.
Kutsang, Jardine's, Nov. 7.
Macedonia, P. & O., Nov. 8.
Nagato Maru, N.Y.K., Nov. 9.
Glenluce, Jardine's, Nov. 11.
Kiddapore, P. & O., Nov. 11.
Iyo Maru, N.Y.K., Nov. 12.
Bengal Maru, N.Y.K., Nov. 15.
Fushimi Maru, N.Y.K., Nov. 15.
Hingyang, Jardine's, Nov. 15.
Nagpore, P. & O., Nov. 15.
Tahna, B.I., Nov. 16.
Pres. Van Buren, Dollar, Nov. 16.
Karmala, P. & O., Nov. 22.
Hector, B.F., Nov. 29.
Tahna, B.I., Nov. 29.
Calcutta Maru, N.Y.K., Nov. 27.
Hakozaki Maru, N.Y.K., Nov. 29.
Nagato Maru, N.Y.K., Nov. 30.
Pres. Garfield, Dollar, Nov. 30.
Tahna, B.I., Dec. 4.
Hakadatu Maru, N.Y.K., Dec. 8.
Kumsang, Jardine's, Dec. 8.
Alipore, B. & O., Dec. 9.
Col. di Lana, Dodwell's, Dec. 9.
D'Artagnan, M.M., Dec. 9.

RANGOON

Nagato Maru, N.Y.K., Nov. 9.
Bengal Maru, N.Y.K., Nov. 15.
Penang Maru, N.Y.K., Nov. 30.
Hakadatu Maru, N.Y.K., Dec. 8.

RABAL

Tanda, E. & A., Dec. 5.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

RANGGONG

Nagato Maru, N.Y.K., Nov. 9.

SHANGHAI (Continued)

Haruna Maru, N.Y.K., Nov. 14.
City of Shanghai, Bank, Nov. 16.
Hingyang, Jardine's, Nov. 16.
Hingyang, Douglas, Nov. 17.
Luchow, B. & S., Nov. 17.
Tai Ping Yang, Dodwell's, Nov. 17.
Aeneas, B.F., Nov. 19.
Atsuta Maru, N.Y.K., Nov. 19.
Malacca Maru, N.Y.K., Nov. 19.
Nagato Maru, N.Y.K., Nov. 19.
Yatsushiro, Jardine's, Nov. 19.
Asuka Maru, N.Y.K., Nov. 20.
Fulda, Melchers, Nov. 20.
Glenluce, Jardine's, Nov. 21.
Jeypore, P. & O., Nov. 22.
Kalyan, P. & O., Nov. 22.
Antiochus, B.F., Nov. 24.
Monothemus, B.F., Nov. 24.
Angers, M.M., Nov. 25.
Asuka Maru, N.Y.K., Nov. 25.
Java, Manners, Nov. 26.
Suisang, Jardine's, Nov. 26.
Vogtlund, Jensen, Nov. 26.
Emp. of Japan, C.P.S., Nov. 27.
Mentor, B.F., Nov. 29.
Mosel, Melchers, Nov. 29.
Mongoli, Dodwell's, Nov. 30.
Tango Maru, N.Y.K., Nov. 30.
Hikawa Maru, N.Y.K., Dec. 3.
Gango, Dodwell's, Dec. 4.
Hanchi, P. & O., Dec. 5.
Boehum, Jensen, Dec. 6.
Philoctetes, B.F., Dec. 7.
Glenluce, Jardine's, Dec. 8.
Sphinx, M.M., Dec. 8.
Emp. of Asia, C.P.S., Dec. 10.

SINGAPORE

Cremor, J.C.J.L., Nov. 6.
Kutsang, Jardine's, Nov. 7.
Hilda, Dodwell's, Nov. 8.
Macedonia, P. & O., Nov. 8.
Anhui, B. & S., Nov. 9.
Nagato Maru, N.Y.K., Nov. 9.
Chenonceaux, M.M., Nov. 11.
Glenluce, Jardine's, Nov. 11.
Kiddapore, P. & O., Nov. 11.
Persus, B.F., Nov. 11.
Phonius, B.F., Nov. 11.
Iyo Maru, N.Y.K., Nov. 12.
Toyooka Maru, N.Y.K., Nov. 13.
Bengal Maru, N.Y.K., Nov. 15.
Fushimi Maru, N.Y.K., Nov. 15.
Hingyang, Jardine's, Nov. 15.
Nagpore, P. & O., Nov. 15.
Tahna, B.I., Nov. 16.
Pres. Van Buren, Dollar, Nov. 16.
Wakasa Maru, N.Y.K., Nov. 19.
Cracovia, Dodwell's, Nov. 20.
Tantulus, B.F., Nov. 20.
Karmala, P. & O., Nov. 22.
Athos II, M.M., Nov. 23.
Hector, B.F., Nov. 29.
Tahna, B.I., Nov. 29.
Calcutta Maru, N.Y.K., Nov. 27.
Alster, Melchers, Nov. 29.
Hakozaki Maru, N.Y.K., Nov. 29.
Nagato Maru, N.Y.K., Nov. 30.
Pres. Garfield, Dollar, Nov. 30.
Anchises, B.F., Dec. 2.
Demodocus, B.F., Dec. 4.
Takada, B.I., Dec. 4.
Hakadatu Maru, N.Y.K., Dec. 8.
Kumsang, Jardine's, Dec. 8.
Alipore, B. & O., Dec. 9.
Col. di Lana, Dodwell's, Dec. 9.
D'Artagnan, M.M., Dec. 9.

SOUTH AFRICAN PORTS

Wakasa Maru, N.Y.K., Nov. 15.
Tinhov, Bank, Nov. 20.

SOUTH AMERICAN PORTS

Wakasa Maru, N.Y.K., Nov. 15.
Bokuyo Maru, N.Y.K., Nov. 20.

SWATOW

Fooshing, Jardine's, Nov. 5.
Cheongshing, Jardine's, Nov. 7.
Hingyang, Douglas, Nov. 7.
Kueichow, B. & S., Nov. 7.
Kanying, B. & S., Nov. 10.
Anhui, B. & S., Nov. 9.
Hirundo, Thoresen, Nov. 9.
Kweiyang

CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI	"TAIYUAN"	On 5th Nov.	5 p.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 7th Nov.	8 a.m.
SWATOW, FOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 7th Nov.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUICHANG"	On 8th Nov.	10 a.m.
SWATOW & SHANGHAI	"KWEIYANG"	On 8th Nov.	8 p.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 8th Nov.	8 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 11th Nov.	11 a.m.
HOIHOW, PAKHOI & HAIPHONG	"NANCHANG"	On 11th Nov.	5 p.m.
S'HAU, NEWQUANG & DALNY	"KANCHOW"	On 11th Nov.	5 p.m.
AMOI & SHANGHAI	"TSINAN"	On 12th Nov.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 14th Nov.	Daylight
AMOI, SWATOW & SINGAPORE	"KWANTUNG"	On 14th Nov.	8 a.m.
SWATOW & SHANGHAI	"KAYING"	On 16th Nov.	10 a.m.
S'HAU, NEWQUANG & DALNY	"LUCHOW"	On 17th Nov.	5 p.m.
SWATOW, FOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 21st Nov.	8 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to **BUTTERFIELD & SWIRE,**
Telephone 30331.
AGENTS.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A-O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 12, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTAE - TAIPING (OIL)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SUGAR AND STEWARD'S CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 65 RETURN
LONDON (via Australia) from £11/10/-
(Australian Newspapers on file)

STRAITEN Due Hong Kong 21st Nov. 24th Nov. 10th Dec.
TAIPING 14th Nov. 23rd Dec. 11th Jan.
CHANGTAE 14th Jan. 20th Jan. 23rd Jan. 8th Feb.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "DANMARK"

on or about 27th NOVEMBER

For PORT SAID, MARSEILLES, ANTWERP,
ROTTERDAM, AMSTERDAM, HAMBURG,
COPENHAGEN and other SCANDINAVIAN
& BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:	SHANGHAI, ETC.	CONVIENT, ETC.
M.S. "Danmark"	27th Nov.	28th Dec.
M.S. "Java"	28th Nov.	28th Dec.
M.S. "Peru"	28th Dec.	28th Jan.
M.S. "Africa"	28th Jan.	28th Feb.
M.S. "India"	28th Feb.	28th March

Optional Bills of Lading issued to United Kingdom Ports.

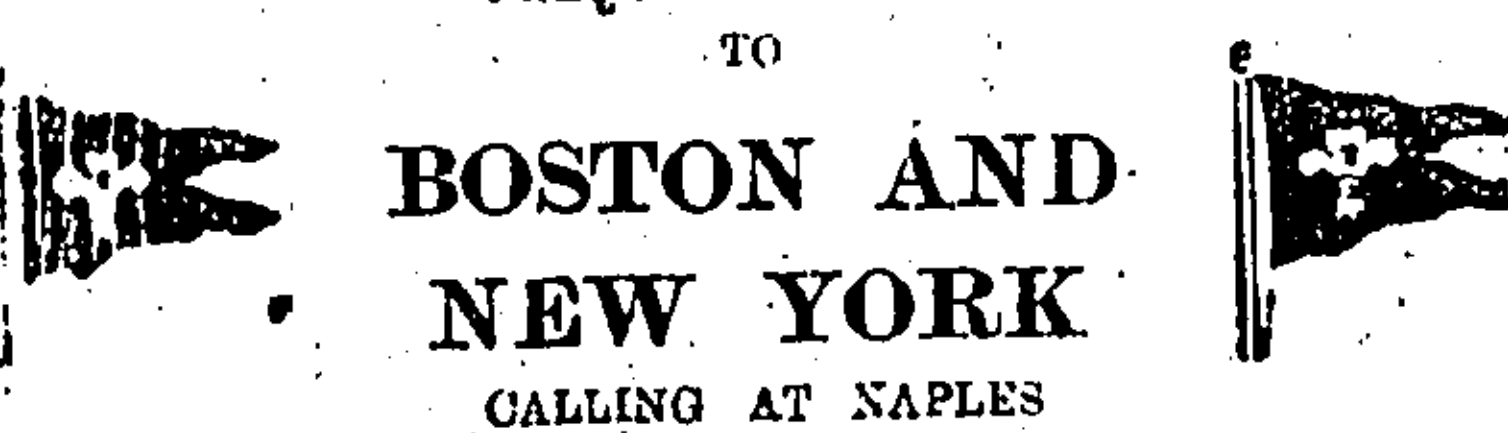
For further particulars, please apply to:

JOHN MANNERS & CO., LTD.

Telephone 24071. Agents. [41]

PRINCE LINE

FREQUENT SERVICE



**BOSTON AND
NEW YORK**
CALLING AT NAPLES

JAPANESE PRINCE ... December 2nd
CHINESE PRINCE ... December 16th
SIAMSE PRINCE ... January 18th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to:

FURNESS (FAR EAST) LIMITED.

(Incorporated in Great Britain.)

Telephone: 23165. King's Building. Telegrams: Furnprince.

PRINCE LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Motor Vessel "JAVANESE PRINCE" having arrived from the above Port on 4th inst. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, where Delivery can be obtained. All Goods remaining undelivered after the 8th November, 1930, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godown for examination, by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m., on the 11th November, 1930. No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised. Consignees are requested to surrender their Bills of Lading to the Undersigned for Counter-signature.

FURNESS (FAR EAST) LTD.,
2nd Floor, King's Building,
Telephone 23165.
Hong Kong, 4th Nov., 1930. [10063]

NORDDEUTSCHER LLOYD, BREMEN.

THE Motor Vessel "TRAVER" having arrived from DUN KIRK and Ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained. All Goods remaining undelivered after the 8th November, 1930, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godown for examination, by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m., on the 11th November, 1930. No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised. Consignees are requested to surrender their Bills of Lading to the Undersigned for Counter-signature.

MELCHERS & CO.,
Agents:
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 1st Nov., 1930. [10058]

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

NOVEMBER 3, 1930.															NOVEMBER 4, 1930.														
STATION	Hour	BAROMETER AT SEA LEVEL		THERMIST	WIND	WIND		WIND (Knot)	WIND (Mph)	WIND (Mph)	WIND (Knot)	BAROMETER AT SEA LEVEL		THERMIST	WIND	WIND		WIND (Knot)	WIND (Mph)	WIND (Mph)	WIND (Knot)								
		Inches	Millis.			Inches	Millis.					Inches	Millis.			Inches	Millis.												
Wladivostok	12	29.85	758.1	31	...	W	4	0	6	5	29.98	761.4	26	...	W	4	0	6	5	29.98	761.4	26	...						
Nomuro	11	29.80	757.0	...	...	WNW	2	2	0	...	29.78	756.5	...	...	WSW	1	3	...	...	29.78	756.5	...	...				
Hakodate	...	29.80	757.0	...	...	SW	1	...	...	...	29.80	758.5	...	...	NNW	1	3	...	...	29.80	758.5	...	...				
Tokio	...	29.08	761.5	...	...	NW	1	...	...	...	29.98	761.5	...	...	WSW	1	1	...	...	29.98	761.5	...	...				
Kochi	...	30.12	760.5	...	...	N	1	...	...	...	30.20	767.0	...	...	W	1	1	...	...	30.20	767.0	...	...				
Nagasaki	...	30.26	763.5	...	...	N	1	0	...	...	30.30	769.5	...	...	NNW	8	...	...	...	30.30	769.5	...	...				
Kagoshima	...	30.26	763.0	...	...	NNE	1	...	...	...	30.28	769.0	...	...	NNE	0	...	...	...	30.28	769.0	...	...				
Oshima	...	30.24	768.5	...	...	NE	1	...	...	...	30.30	769.5	...	...	N	5	...	...	...	30.30	769.5	...	...				
Naha	...	30.24	769.0	...	...	ENE	2	...	...	...	30.30	769.5	...	...	NE	3	...	...	...	30.30	769.5	...	...				
Ishigakijima	...	30.04	764.0	...	...	WNW	1	...	...	...	30.16	766.0	...	...	NNE	1	...	...	...	30.16	766.0	...	...				
Bonin Island	15	30.38	770.4	36	...	NW	10	...	6	...	30.40	772.1	40	...	NW	10	...	...	...	30.40	772.1	40	...			
Chefoo	...	30.40	772.2	58	8	NNW	2	0	...	...	30.62	777.7	35	8	WNW	2	0	...	...	30.62	777.7	35	8		
Shanghai	14	30.42	772.6	62	...	NNW	4	...	6	...	30.60	777.2	42	...	NNW	6	0	...	...	30.60	777.2	42	...				
(utahai)	...	30.48	772.9	59	6	NNW	2	2	0	...	30.55	775.9	52	8	NNW	2	0	...	...	30.55	775.9	52	8				
Wenchow	...	30.31	769.3	83	8	NE	2	0	...	6	30.39	771.9	62	4	NE	0	...	...	...	30.39	771.9	62	4			
Foochow	...	30.22	767.6	71	4	NE	2	0	...	6	30.32	770.0	61	6	NE	2	0	...	...	30.32	770.0	61	6				
Amoy	...	30.12	766.6	72	...	ENE	2	0	...	...	30.33	767.8	63	...	E	4	0	...	...	30.33	767.8	63	...		
Swatow	...	30.30	769.7	67	...	E	2	2	0	...	30.39	771.9	63	...	NNW	2	0	...	...	30.39	771.9	63	...				
Taihou	11	30.20	767.2	74	...	NNW	2	2	0	...	30.21	766.4	61	...	NNW	4	0	...	...	30.21	766.4	61	...				
Taihu	...	30.10	768.1	77	...	N	2	0	...	...	30.12	765.0	73	...	NE	6	0	...	...	30.12	765.0	73	...		
Tainan	...	30.13	765.8	81	...	NNE	4	0	...	...	30.31	767.3	67	...	NNW	8	0	...	...	30.31	767.3	67	...		
Koshu	...	30.20	767.2	74	...	NNE	6	0	...	6	30.25	768.3	63	0	NNW	2	0	...	...	30.25	768.3	63	0				
Pasadoros	...	30.21	767.3	83	6	N	3	0	...	6	30.24	768.4	71	7	NE	5	0	...	...	30.24	768.4	71	7				
Hong Kong	14	30.21	767.3	72	7	NNE	4	0	...	...	30.25	768.3	63	0	NNW	2	0	...	...	30.25	768.3	63	0		
Gap Rock	...	30.20	767.2	85	...	N	4	0	...	...	30.25	768.3	59	4	N	4	0	...	...	30.25	768.3	59	4		
Macao	...	30.20	767.2	85	...	N	4	0	...	...	30.25	768.3	59	4	N	4	0	...	...	30.25	768.3	59	4		
Hoihow	...	30.10	766.2	79	...	NE	6	0	...	6	30.16	766.0	74	6	NE	8	0	...	...	30.16	766.0	74	6				
Pratas Island	...	30.23	767.8	77	8	NE	6	0	...	7	30.31	769.9	61	8	NNW	4	0	...	...	30.31	769.9	61	8				
Phulion	16	30.03	762.8	...	...	NE	6	0	...	...	80.05	763.2	76	6	ENE	8	0	...	...	80.05	763.2	76	6
Tourane	...	29.92	760.0	...	...	E	4	0	...	...	30.08	763.3	77	4	NE	6	0	...	...	30.08	763.3	77	4
Cape St. James	...	30.03	762.7	77	4	NE	4	0	...	6	30.00	762.0	77	4	...	6	0	...	...	30.00	762.0	77	4				
Isaco	14	29.95	760.8	88	4	NE	4	0	...	...	29.99	761.3	76	4	...	0	0	...	...	29.99	761.3	76	4		
Aparr	...	29.93	760.2	85	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tuguegarao	...	29.85	758.8	91	8	NNW	4	0	...	...	29.98	760.2	78	8	SSE	2	0	...	...	29.98	760.2	78	8		
Vigan	...	29.87	758.8	85	8	E	4	2	0	...	29.91	759.3	85	4	NNW	2	0	...	...	29.91	759.3	85	4				
Manila	...	29.85	758.2	91	6	NE	4	0	...	...	29.90	759.4	77	8	NW	4	0	...	...	29.90	759.4	77	8		
Logaspi	...	29.85	758.2	91	8	S	4	0	...	...	29.90	759.4	77	8	NW	4	0	...	...	29.90	759.4	77	8		
Calboyog	...	29.83	757.6	91	8	NE	4	0	...	...	29.88	760.0	79	4	N	2	0	...	...	29.88	760.0	79	4		
Taloban	...	29.84	758.0	81	6	SE	4	0	...	...	29.88	760.5	78	6	...	0	0	...	...	29.88	760.5	78	6		
Holo	...	29.85	758.2	91	8	S	4	0	...	...	29.88	760.5	78	...	ENE	3	0	...	...	29.88	760.5	78	...		
Cebu	...	29.85	758.2	91	8	S	4	0	...	...	29.88	760.5	78	...	ENE	3	0	...	...	29.88	760.5	78	...		
Surigao	...	29.85	758.2	91	8	S	4	0	...	...	29.88	760.5	78	...	ENE	3	0	...	...	29.88	760.5	78	...		
Saipan	11.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.80	758.8	...	...	E	4	0	...	4.22	29.48	757.6	...	3	NE	2	0	...	...	29.48	757.6	...	...				
Yap	11.00	29.78	756.5	...	...	ENE	2	0	...	...	29.81	757.3	79	...	S	4	0	...	...	29.81	757.3	79	...
Pelau	...	...	...	...	...	...	...	...	...	...	29.81	757.9	77	...	S	4	0	...	...	29.81	757.9	77	...
Labuan	14	29.82	757.4	38	...	W	6	...	...	...	29.81	757.9	77	...	S	4	0	...	...	29.81	757.9	77	...	

November 4d. 9h. 55m.—Warning to Hong Kong, Coast Ports, &c.:—N.N.E. gale in Formosa Channel.
November 4d. 10h. 38m.—The anticyclone, now central over the lower Yangtze Valley, has strengthened.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 95.19 inches, against an average of 80.71 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON NOVEMBER 5.

- Districts.
- Formosa Channel ... N.E. gale.
 - South coast of China between Hong Kong and Loochong ... N.E. winds, strong; fine.
 - Hong Kong to Gap Rock ... N.E. winds, strong; fine.
 - South coast of China between Hong Kong and Hainan ... N.E. winds, strong; fine.

T. F. OLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, November 4.

Barometer	Thermometer	Humidity	Wind	Direction	Force	Weather	Rain
3.22	30.32	3.31	...	...	...	...	...
66	69	70	...	...	...	...	...
70	62	61	...	...	...	...	...
N	N	ENE	...	...	...	...	...
3	3	3	...	...	...	...	...
0	0	0	...	...	...	...	...
0.00	0.00	0.00	...	...	...	...	...

Highest open-air Temperature, 3.68

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC 12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Empress of Russia	Nov. 12	Nov. 15	Nov. 18	Nov. 21	Nov. 24
Empress of Japan	Nov. 27	Nov. 30	Dec. 3	Dec. 6	Dec. 9
Empress of Asia	Dec. 10	Dec. 13	Dec. 16	Dec. 19	Dec. 22
Empress of Canada	Dec. 23	Dec. 26	Dec. 29	Jan. 1	Jan. 4
Empress of Russia	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 19
Empress of Japan	Feb. 5	Feb. 8	Feb. 11	Feb. 14	Feb. 17
Empress of Asia	Feb. 25	Feb. 28	Mar. 3	Mar. 6	Mar. 9
Empress of Canada	Mar. 12	Mar. 15	Mar. 18	Mar. 21	Mar. 24
Empress of Russia	Mar. 26	Mar. 29	Mar. 31	Apr. 3	Apr. 6
Empress of Japan	Apr. 1	Apr. 4	Apr. 7	Apr. 10	Apr. 13
Empress of Asia	Apr. 17	Apr. 20	Apr. 23	Apr. 26	Apr. 29
Empress of Canada	May 2	May 5	May 8	May 11	May 14
Empress of Russia	May 15	May 18	May 21	May 24	May 27
Empress of Japan	May 30	June 2	June 5	June 8	June 11
Empress of Asia	June 12	June 15	June 18	June 21	June 24

(Call at Nagasaki the day after departure from Shanghai.)

HONG KONG-MANILA

EMP. OF JAPAN	Nov. 18	Nov. 21
EMP. OF ASIA	Dec. 2	Dec. 4

Telephone: 20753

Passenger Dept. 20753

Freight 20042

WORLD'S GREATEST TRAVEL SYSTEM

N.Y.K. LINE

REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £33 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

ARAKA MARU ... Thursday, 20th November

CHICHIBU MARU ... Thursday, 11th December

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIKAWA MARU ... Wednesday, 3rd December

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

FUSHIMI MARU ... Saturday, 15th November

HAZOKAZI MARU ... Saturday, 29th November

SYDNEY & MELBOURNE via Manila & Porto.

KITANO MARU ... Tuesday, 19th November

ATSUTA MARU ... Tuesday, 23rd December

BOMBAY via Singapore, Penang & Colombo.

IYO MARU ... Wednesday, 19th November

CALCUTTA MARU ... Thursday, 27th November

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Thursday, 29th November

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Porto.

WAKASA MARU ... Tuesday, 18th November

NEW YORK, BOSTON via PANAMA.

TRUYAMA MARU ... Saturday, 8th November

ASUKA MARU ... Tuesday, 25th November

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles

TOYOOKA MARU ... Thursday, 13th November

CALCUTTA via Singapore, Penang & Rangoon.

NAGATO MARU ... Sunday, 8th November

BENGAL MARU ... Saturday, 15th November

SHANGHAI, KOBE & YOKOHAMA.

MORIYOKA MARU (Moi direct) Friday, 7th November

KAMAKURA MARU (Kobe direct) Friday, 7th November

ATSUTA MARU (Nagasaki direct) Wednesday, 13th November

For further information, apply to—

NIPPON YUSEN KAISHA

(Private exchanges to all Depots.)

Telephone: 20291.



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

CHENONCEAU ... 11th Nov.

ATOS II ... 25th Nov.

D'ARTAGNAN ... 9th Dec.

ANGERS ... 23rd Dec.

SPINX ... 6th Jan. '31.

G. METZINGER ... 20th Jan.

ANDRE LEBON ... 3rd Feb.

PORTHOS ... 17th Feb.

We can issue Through Tickets to Europe, Syria, Persia, East Africa, Madagascar by Transshipment on Mail Steamers at Port-Saïd or Djibouti.

COMMERCIAL LINE

For Full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES, 3, QUEEN'S BUILDINGS, HONG KONG.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 19,000 TONS:
THROUGH CARGO
15,700 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo	Through
Empress of Russia	Shanghai 1,270	641
Huichow	Chfoo 1,238	473
Yingchow	Shanghai —	2,050
Helikon	Saigon 2,400	—
Kwaiyang	Hoihow 100	—
American	Pres. Madison	Shanghai 1,712
Dryden	Swatow 1,100	464
French	Tai Poo Sek	Fort Bayard 600
Italian	Col. di Lana	Trieste 292
Malaya	Shanghai —	7,452
Dutch	Diederichsen	Hoihow 1,025
Lematang	Sourabaya 3,300	450
Total	19,053	15,700

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:—

British	Arr.	Dep.
American	5	4
French	3	2
Italian	1	1
Dutch	2	0
Chinese	1	1
Japanese	0	1
Total	13	13

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Empress of Russia (Br.)	553
Helikon (Br.) Saigon	650
Tai Poo Sek (Fr.) Fort Bayard	137
Total	1,340

The P. & O. Kashmir from Hong Kong arrived London on November 2.

The m.v. Kilmorland (H.A.L.) left Shanghai on Tuesday and is due here on Friday, November 7.

The Ben Line s.s. Benmore, from Middlebrook, Antwerp, London and Straits left Singapore for this port on November 1 and is due to arrive here on November 6.

ARRIVALS

November 3.
Gustav Diederichsen, Danish str., 1,339 tons, Capt. J. Jacobson, from Hoihow, buoy No. C46.
John Manners & Co.
Helikon, British str., 1,210 tons, Capt. W. Anderson, from Saigon, buoy No. C42.—Wo Fat Sing.
Tai Poo Sek, French str., 1,210 tons, Capt. M. Paul, from K. C. Wan, buoy No. B18.—Wo Hop & Co.

November 4.
Aller, German str., 4,741 tons, Capt. M. Hagen, from Shanghai, buoy No. A2.—Moloch & Co.
Javanese Prince, British str., 3,650 tons, Capt. J. Smith, from Shanghai, buoy No. A1.—Furness (Far-East), Ltd.
Kine Maru, Japanese str., 1,201 tons, Capt. K. Hirazawa, from Canton, buoy No. B11.—O.S.K.
Kweiyang, British str., 1,580 tons, Capt. C. P. Miller, from Hoihow, buoy No. A10.—B. & S.
Lematang, Dutch str., 1,470 tons, Capt. J. Huijter, from Sourabaya, buoy No. A5.—J.C.F.L.
Malaya, Danish str., 5,511 tons, Capt. H. Christensen, from Shanghai, buoy No. A6.—John Manners & Co.
Shunko Maru, Japanese str., 5,027 tons, Capt. S. Aoki, from Moji, Kowloon Wharf.—O.S.K.
Tai Yuan, British str., 2,109 tons, Capt. R. Robertson, from Canton, buoy No. B13.—B. & S.
Wong Shek Kung, Chinese str., 1,044 tons, Capt. Rosinsky, from Saigon, buoy No. B21.—Kung Chung & Co.

The R.M.S. Empress of Canada arrived at Kobe yesterday at 8.30 a.m., left the same day at 4 p.m., is due at Yokohama to-day at 6 p.m., and leaves to-morrow at 3 p.m.

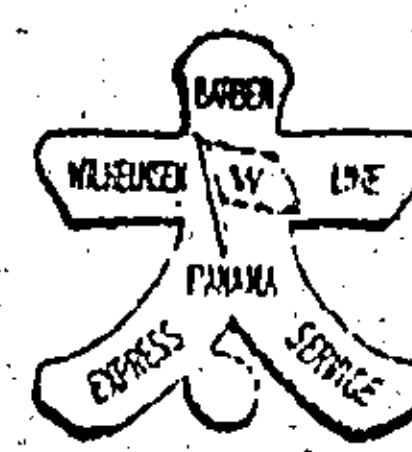
CLEARANCES

November 4.
Aller, for Singapore.
Emp. of Russia, for Manila.
Foonhing, for Swatow.
Gustav Diederichsen, for Swatow.
Hai Ching, for Swatow.
Halvard, for Saigon.
Hokkoh Maru, for Port Redon.
Huichow, for Canton.
Javanese Prince, for Manila.
Kine Maru, for Keelung.
Malaya, for Singapore.
Pres. Madison, for Manila.
Seistan, for Singapore.
Shunko Maru, for Singapore.

WARSHIPS IN PORT

The following warships were in port yesterday:—
Basin.—Tamar.
East Wall.—Tavanti.
North Wall.—Seraph, Serapis.
North Arm.—Stormcloud, Mugnolia.
Dock.—Sirdar.
Foreign Men of War.—U.S.S. Henderson, U.S.S. Helena and the French gunboat Vigilante.
The New Commodore.—Capt. A. H. Walker, O.B.E., R.N., who is relieving Rear-Admiral R. A. S. Hill, C.B.E., as Commodore, Hong Kong, arrives with Mrs. Walker on s.s. Rawalpindi to-morrow. Rear-Admiral Hill leaves for England on s.s. Macedonia, embarking from Queen's Pier at 10.45 a.m. on Saturday, November 8.

The R.M.S. Empress of Russia, from Manila, is due here at 9 a.m. on November 9, and will berth at Pier No. 5, Kowloon Wharf and will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at 1 a.m. on November 12, connecting with R.M.S. Duchess of York, due at Liverpool on December 13.



BARBER WILHELMSEF LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING

M.V. "TAI PING YANG"
on NOVEMBER 17th

for
SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO
LOS ANGELES, NEW YORK & BOSTON

42 Days To New York

For Passengers and Freight information please apply to—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT

S.S. "CITY OF HEREFORD" ... London, Rotterdam & Hamburg ... 5th November

S.S. "CITY OF ROUBAIX" ... London, Dunkirk, Rotterdam & Hamburg ... 5th December

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND MANCHURIAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & ORIENTAL LINE

M.V. "TWEEDBANK" ... 12th December

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... 20th November

Loading for Mauritius, Benin, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mosel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinda, Inhambane, Zanzibar, Mombasa, Kilindi, Port Mabel, Luderburg, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply to—

Telephone: 27791.

THE BANK LINE, LTD.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, HULMA, OCEAN, INDIA, PERSIAN GULF, WEST INDIES, MEDITERRANEAN, NORTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,120	8th Nov.	Bombay, Marseilles and London.
"KIDDERPORE"	5,384	11th Nov.	Straits, Colombo & Bombay.
"NAGPORE"	5,233	15th Nov.	Marsa, Barcelona, L'lon, Hull, H'g, B'g, & A'warp.
"KARMALA"	9,128	22nd Nov.	Marsa, L'lon, Hull, H'g, B'g, & A'warp.
"RAWALPINDI"	16,619	6th Dec.	Bombay, Marseilles & London.
"ALIPORE"	5,278	9th Dec.	Straits, Colombo & Bombay.
"KALYAN"	9,144	20th Dec.	Marsa, L'lon, Hull, H'g, B'g, & A'warp.
"LAHORE"	9,304	27th Dec. [Marsa, L'lon, Hull, H'g, B'g, & A'warp.]	
"RANCHI"	16,600	3rd Jan. 1931	Bombay, Marseilles & London.
"JEYPORE"	5,318	10th Jan. [Marsa, L'lon, Hull, H'g, B'g, & A'warp.]	
"KASHMIR"	5,685	17th Jan.	Marsa, L'lon, Hull, H'g, B'g, & A'warp.
"COMORIN"	15,182	31st Jan.	Bombay, Marseilles and London.
"PERIM"	7,649	7th Feb.	Marseilles, London and Hull.
"KASHGAR"	9,005	14th Feb.	Marseilles & London.
"MALWA"	10,929	28th Feb.	
"KHYBER"	9,138	7th Mar.	Marseilles, London and Hull.
"KHYBER"	9,114	14th Mar.	Marseilles & London.
"RAWALPINDI"	16,619	28th Mar.	do.
"KARMALA"	9,123	11th Apr.	do.
"RAJPUTANA"	16,658	25th Apr.	do.
"KALYAN"	9,144	8th May	do.
"COMORIN"	15,182	23rd May	Bombay, Marseilles and London.
"KASHMIR"	5,685	6th Jun.	Marseilles & London.
"RANPURA"	16,601	20th Jun.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirene, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALAMBA"	8,018	15th Nov.	Singapore, Penang & Calcutta
"TALMA"	10,000	28th Nov.	do.
"TAKADA"	6,949	4th Dec.	do.
"SIBDHANA"	7,745	15th Dec.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"TANDA"	6,956	5th Dec.	Manila, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,600	2nd Jan. 1931	do.
"NELLORE"	6,953	8th Feb.	do.

* Calls at Batavia.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
The E. & A. S. Co., Ltd., steamers will also call at Hoihow, Oahu, Kolambagan, Tawee, Timor, Darwin, or other ports en route as induce most offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The E. & O. Royal Mail Steamers to London via Suez Canal.
The E. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"ALIPORE"	5,278	5th Nov.	Shanghai, Moji & Kobe.
"RAWALPINDI"	16,619	7th Nov.	S'hai, Kobe & Yokohama.
"TALMA"	10,000	9th Nov.	Amoy, Moji, Kobe & Osaka.
"TANDA"	6,956	11th Nov.	S'hai, Moji, Kobe, Osaka & Y'hama.
"TAKADA"	6,949	13th Nov.	Amoy, Moji & Kobe.
"JEYPORE"	5,318	22nd Nov.	S'hai, Moji, Kobe & Yokohama.
"KALYAN"	9,144	25nd Nov.	do.
"SIBDHANA"	7,745	27th Nov.	Amoy, Moji & Kobe.
"BANUHI"	14,650	5th Dec.	S'hai, Kobe & Yokohama.
"PERIM"	7,649	16th Dec.	S'hai, Moji, Kobe & Y'hama.
"KASHMIR"	5,685	20th Dec.	do.
"COMORIN"	15,182	3rd Jan. 1931	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,005	17th Jan.	S'hai, Moji, Kobe & Y'hama.
"KHYBER"	9,138	24th Jan.	do.
"MALWA"	10,929	31st Jan.	do.
"KHYBER"	9,114	14th Feb.	do.
"RAWALPINDI"	16,619	28th Feb.	S'hai, Kobe & Yokohama.
"KARMALA"	9,123	11th Mar.	S'hai, Moji, Kobe & Y'hama.
"RAJPUTANA"	16,658	25th Mar.	S'hai, Kobe & Yokohama.
"KALYAN"	9,144	10th Apr.	S'hai, Moji, Kobe &

